Adventurous Railroading and Rail Hobbies

RAILROAD

02836

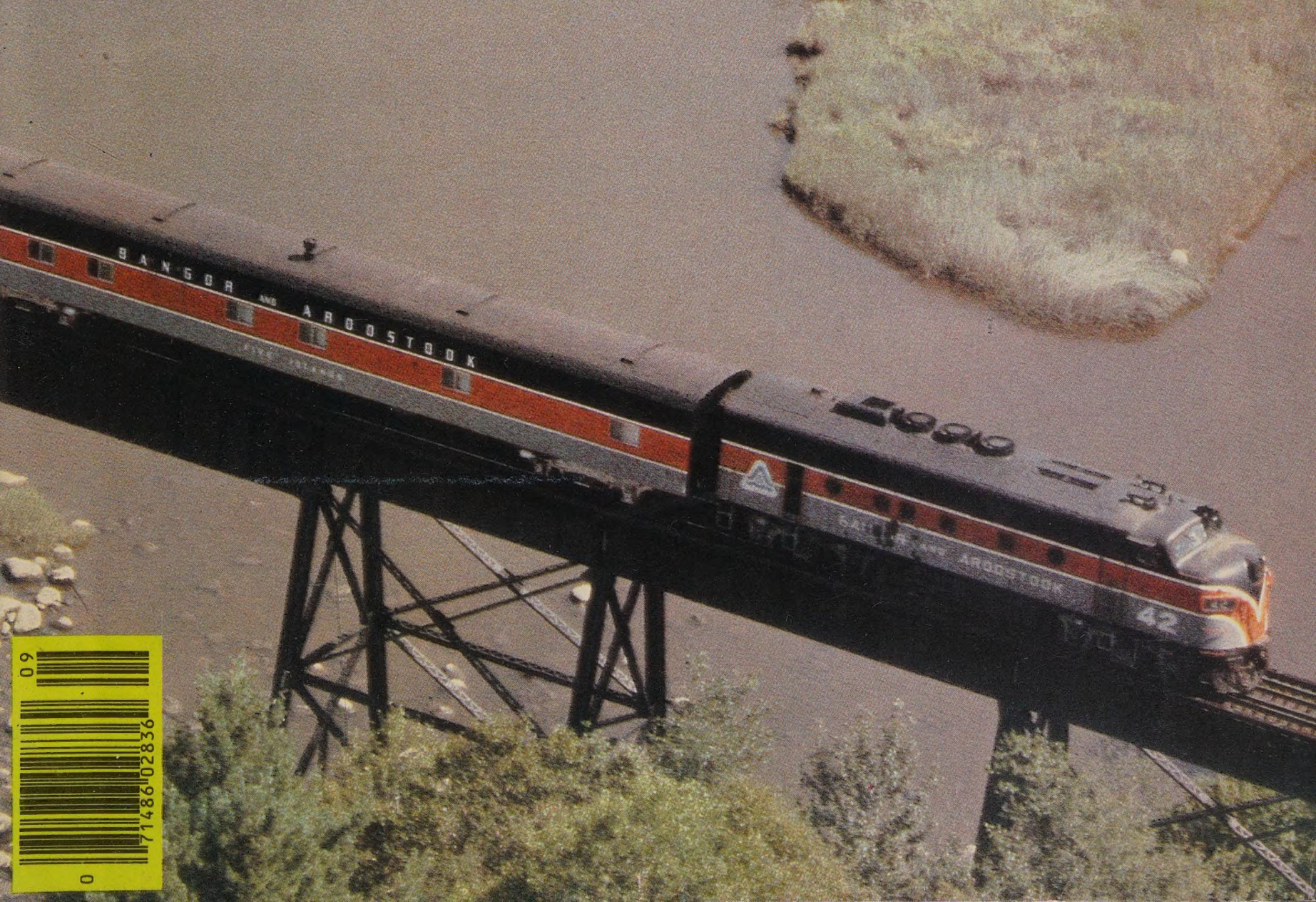
SEPTEMBER 1978

MAGAZINE $1.25

ONCE-A-YEAR "MILK TRAIN" ON THE BANGOR & AROOSTOOK

STEAM, DIESEL, AND ELECTRIC LINES

RICHARD K. REYNOLDS INTERESTING RAILFAN



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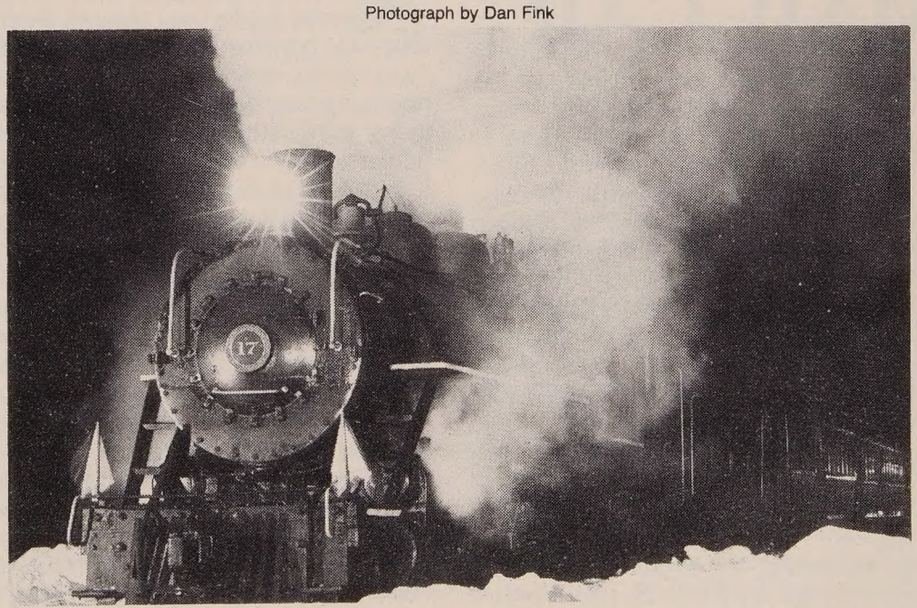
Photograph by Dan Fink



East Broad Top 2-8-2 No. 17 (built by Baldwin in 1918) waits with the night train for a run down Aughwick Valley in Winter Spectacular last February 18th.

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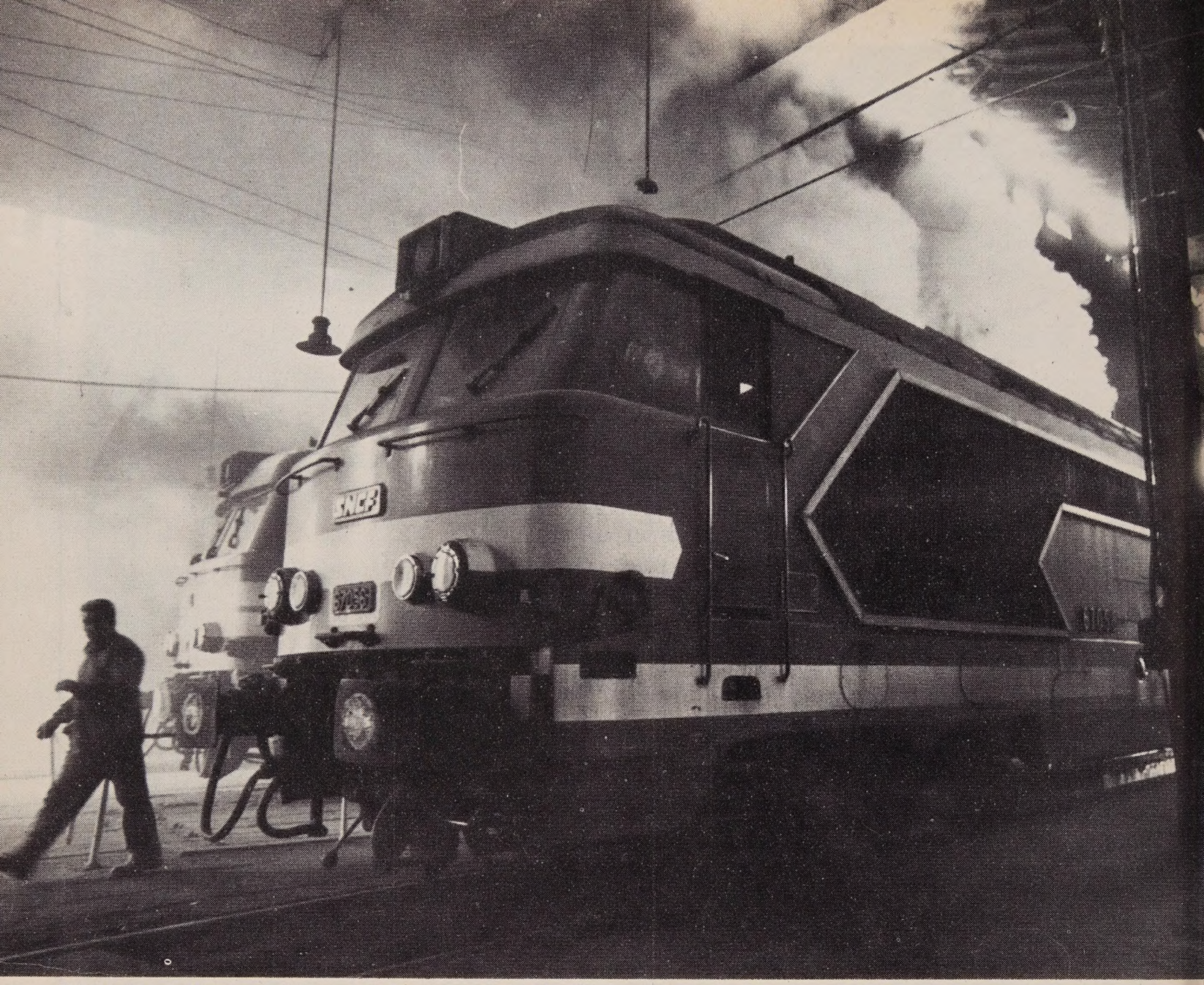


Old trainshed of 50-years ago? Nope, just a big French diesel, No. 67056, spitting smoke like a steamer in the roundhouse at Montargis.

Photograph by Madeleine de Sinety

THE MAIL CAR

where editors and readers meet

OUR COVER FORMAT this month is something we've never done before: one photograph wrapped around the front and back covers. It shows the Bangor & Aroostook "Milk Train," an extra which runs but once a year and does not transport milk. It's operated in connection with a coloring contest for children sponsored by Pleasant Hill Dairy, one of the big industries served by BAR. Youngsters who have competed successfully in this contest are given free rides on the special passenger train. The overhead view was made from a helicopter by Richard W. Sprague, BAR's Vice President, Public Relations.

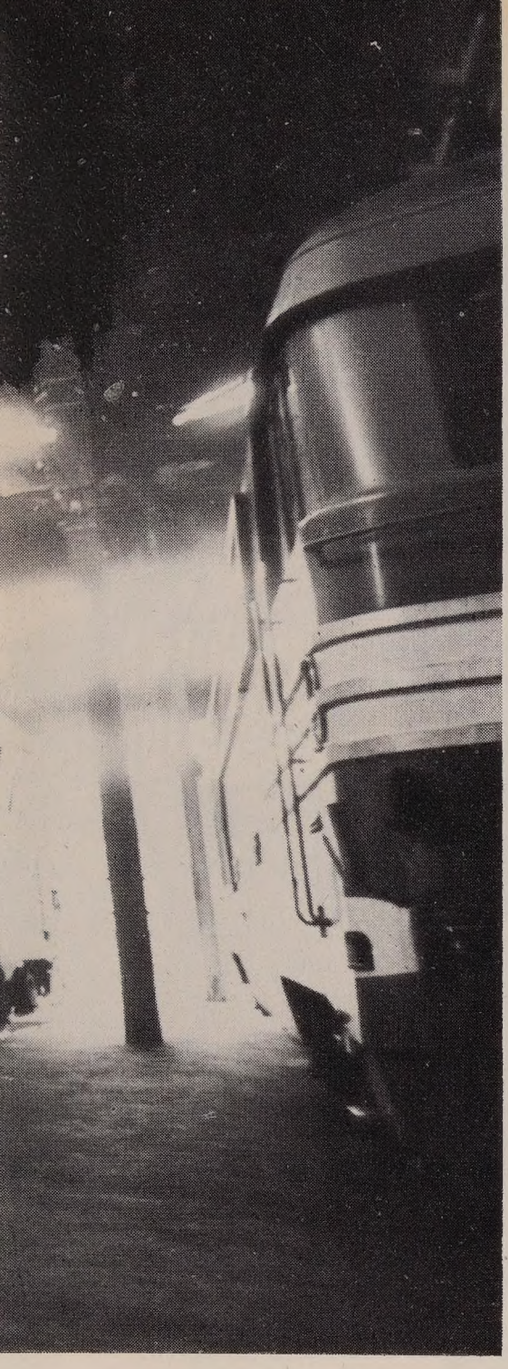
Quaint Water Towers

AS A FRENCH LOCOMOTIVE engineer, I often lay over in engine terminals between runs, and there I do most of my writing. I couldn't do it at home because there are always so many things to be done around the house, which is one of the reasons why I am reluctant to retire. The other day I got talking to the roadmaster in Montargis, France, my home town. I told him about my interest in antiques and offered to buy the abandoned cast-iron hydrant which had been manufactured at La Creusot in 1889 and was now rusting in the weeds at the site of the old north roundhouse which had been dismantled five years ago.

While we talked, the roadmaster informed me that the nation's water-supply system for steam locomotives was being eliminated. The French Army had been paying to keep the hydrants and tanks available for use in case of military necessity, but now they'd all be scrapped. So, with the help of my son Dominique, we took photos of those once-elegant swan-necked water towers, dating back to 1860. On many of them you can still see traces of the French period architecture at the end of Napoleon III's Second Empire. They are ponderous chunks of cast-iron. Each one must weigh three or four tons.

Memories came back to me as I gazed at those rusty artifacts that had not been used since the reign of steam power ended at the Montargis enginehouse in November 1971. They used to stand gracefully quiet, their sprouts trickling a little water, forming puddles on the ground. When an engine stopped there for a drink they'd gush into life for a few wet moments, then go silent again until another train came along.

I knew more than one engineer, whether on freight or express, who'd arrived a couple of minutes ahead of time



Serge Vitry under railroad tower lantern at entrance to his garden.

Photograph by Madeleine de Sinety

and ease up to the water tower, his blower just whispering and his firebox door open to keep smoke from pouring out the stack. The runner would end his application of air right smack at the water spout. Then, after oiling around, he'd pass his bottle of wine to his fireman, for they were pals.

And there were the others; you could spot them a long way off. Always the same crews. The train was running late, blower wide open because the fireman couldn't keep up steam. Too late, the engineer threw on the air and overran the tower. Then he'd reverse, overrunning backward, and pull on ahead, whipsawing while the minutes on his open-faced watch ticked by and he and his ashcat were cussing each other.

In winter, the tower might be gleaming in ice, even though a coal fire was kept burning at its foot to prevent the pipes from freezing. On hot summer days, though, the fireman might let the soothing water run over his sweaty face and arms, but he couldn't do it with every engineer. Once water began showing in the glass, you had to scramble back into the cab, start the injector, and scoop coal into the firebox. So when water ran out of the tap on the upper gage in the tender, the fireman had to climb down and shut off the water tower.

Sometimes it was the other way around. The engineer would take on water so that he wouldn't have to take care of the fire. That didn't stop him from letting the water overflow, flooding the back of the tender, the chests where the crew kept their lunch and the pile of briquettes the firman needed to get up steam.

Not long after I had chatted with the roadmaster, laborers from a scrap dealer and went to work on the ancient water towers. What a slaughter! It seemed ironic to me that the French National Railways had to pay a junkman to demolish the century-old equipment. They once made me pay for doing just that during my career as a fireman.

It happened at Corbeil engine terminal. That day we had No. 242, TB-14, a 4-8-4 tank engine. Her brake rigging was seized up and it seemed she hated to stop. After cleaning the fire, we moved ahead a few yards to fill the water tank on the tender. Gus, my engineer, was on the other side. He couldn't see the water tower, but knew where it was. We were barely moving when I yelled at him to stop. The engine kept on going almost imperceptibly, inch by inch. I didn't think to swing the swan-necked spout out of the way. It caught the cover over an inspection hole on top of the firebox. That finally stopped our 4-8-4.

The cast-iron spout snapped right off, but didn't fall, dangling from the electric cable running to the lantern on top of the water tower. That lantern had been modified; originally it ran on

Fred Palahnuik, Burlington Northern brakeman, and bride, Rita, after recent wedding aboard BN diesel locomotive.

kerosene. I can still see Gus's red face as he got down from the cab and stood there, hands on hips, and said ruefully, "We'll have to pay up." That added another reprimand slip to my future collection. I was fined 90 francs, about 18 cents. Since Gus was the engineer, he had to pay 100 francs, two cents more.

The master mechanic didn't exactly congratulate me on this feat, but every time I see Gus we mention it. When the railway replaced the Corbeil water tower I bought and restored the rusty lantern. Now it sits on the pergola in my gardon high over my head, like Edgar Allan Poe's raven, as it did in old days when it watched locomotives steam by on the track leading to the rounhouse. Today, a railway lantern is worth much more than 18 cents to a collector, so I'm not sorry I wrecked that water tower.—Serge Vitry, 814 rue de la Vallee, 45.200 Amilly (Montargis), France. (Translated by Daniel Behrman.)

The Personality Parade

FRED PALAHNNUIK, 38, head brakeman on a Burlington Northern freight, is not whistling anymore to Rita A. Munyan, 41, as he rumbles past Kahlotus, Wash., on his train. He married her June 3rd in a ceremony on the front end of BN locomotive 6904, reports Beverly Jacobsen in the *Tri-City Herald*. They're now living in Otis Orchards, near Spokane. Rita says she misses hearing Fred's signal—a long and two short blasts of the air-horn, which he sounded for her nearly every other day for a year while passing her home.

"Fred would blow and I'd jump into my car," she says, "and drive to catch up with the engine at the crossroads. He'd throw off notes and letters to me, weighted down with a metal strip, and then wave as long as I could see him."

Fred proposed to her in a caboose one snowy day last December. Later, he wrote to BN headquarters in St. Paul, Minn., asking permission to stop the train at Kahlotus for the wedding ceremony. BN officials were present to watch the train roll in through the tunnel and stop at the west switch, the same spot where, six months earlier, the couple had become engaged, and they viewed the wedding.

I HAVE JUST LEARNED of the death of Jesse A. Freeman, for many years a Southern Railway conductor, Mobile Division. He was over 99 years old. As a youth he courted the girl who later became my mother, but my Dad won her.—James B. Gwin, 3108 45th St., Metairie, La. 70001.

Photo by Mike Stratton, Tri-City Herald, Pasco, Wash.

Bob Shields, 212 High St., Reno, Nev. 89502

(Top) Virginia & Truckee No. 29, ex-Longview, Portland & Northern 2-8-0, getting underway near Gold Hill, Nev., last Spring. **(Below)** Youthful eyes watch 4000-class engine at depot, Inglewood, Calif.

Photograph by Keith Boyd

WHILE HELPING to set up an American colony near Mazatlan, Mexico, Miss Cornelia White, her sister, and a friend, endangered by a revolution, fled at night by pumping a railroad handcar for 80 miles. On Oct. 23, 1913, the sisters settled in the desert village of Palm Springs, Calif., occupying a cabin built of crossties from the ill-fated Palmdale Railway. The andirons in their fireplace were made from rail sections. Today, this cabin houses the Palm Springs Desert Museum.

JAMES W. FRASER, 661 Glen Rd., Danville, Calif., retired railroader, age 82, who began writing articles for *Railroad* prior to World War I, asks if he has all time seniority as a contributor to this magazine. We think he has.

DESPITE our often-repeated requests for photo contributors to put their names, addresses, and caption information on the backs of b&w photos and on frames of slides, we have on hand many unidentifiable pictures, including slides, which we can neither use nor return to their owners. Some of them are excellent.

DICK MURDOCK, contributor to *Railroad Magazine* and one of our *Interesting Railfans,* was until last Memorial Day a locomotive engineer on the Southern Pacific. Then he was retired. "I was called for 7:05 a.m. for a cab-hop to Roseville out of Oakland," he writes, "10 units and a deadhead crew riding with us. I boarded the units, inspected, and prepared them for departure. Then I moved them to the interlocking signal at the west end of the diesel facility. There we sat. Then I was instructed to get off and go home; the deadhead crew would take over. So I stepped down into retirement, my last tour of duty lasting exactly 85 minutes and consisted of moving 10 big units but a few feet." Dick's address is Box 343, 90 Glenwood Ave., Ross, Calif. 9457. *Love Lines,* the book of intimate love letters written by himself and his wife, Jayne, has just gone into its fourth printing of 1,000.

GEORGE W. BAUGHMAN is credited with creating the technical knowledge needed to effect centralized traffic control, which vastly improved safety capacity, speed, and economy and is now in use throughout the world. Baghman is a retired vice president of Westinghouse Airbrake Co. and holds more than 100 patents. He has just been given a gold medal by Ohio State University "for meritorious achievement in engineering."

RICHARD KYLE, deputy director for Congressional affairs, became the second high-ranking Interstate Commerce Commission official fired recently for misconduct. Kyle resigned his $40,000-a-year job June 6th after ICC internal investigators had charged him with misconduct. Later he withdrew his resignation and said he'd fight the dismissal because ICC executives had broken their promise not to publicly reveal the charges against him.

Kyle and his boss, Robert Oswald, former secretary and Congressional liaison officer, are still being investigated by the Justice Department for influence peddling and mob contacts. Both officials were removed from their jobs and placed on leave a year ago after allegations that they had accepted gifts and entertainment from carriers. Oswald was also charged with arranging for certain attorneys to represent particular carriers in cases before the ICC. He was fired last December.

Conrail Needs $3.8 Billion?

CONRAIL is in trouble. The U.S. Railway Association, which monitors it, says that unless service is improved during the coming year, it will have to suggest alternatives to solving railway shipping problems in the East. While USRA's second annual report on Conrail to Congress did not spell out these alternatives, one of them is known to be the sale of parts of the Conrail system to other railroads.

The report said that Conrail's takeover of the bankrupt Penn Central and five smaller bankrupt roads in 1976 has not stopped the deterioration of service, and shippers are taking their business elsewhere. It said also that the coming year "will be a crucial one for Conrail," and unless the corporation can solve its problems by its third anniversary on April 1, 1979, the alternatives will come up.

USRA praised Conrail for several improvements such as an ambitious track rehabilitation program and admitted that external factors such as a harsh winter, the nationwise coal strike and the Johnstown, Pa., flood contributed to Conrail's problems in the past year.

Even so, the report said the quasi-governmental railroad was uanble to "provide consistent reliable service" and failed "to keep sufficient locomotives in service to move the tonnage offered."

Conrail received more than $2 billion in Federal aid when it was formed, most of which is supposed to be repaid. Acknowledging its problems, Conrail has asked for an additional $1.3 billion. But the USRA study said significantly that more Federal funding might be needed, perhaps $3.8 billion.

The report also said: (1) Locomotive maintenance problems delayed an average of 51 trains a day in 1977, each train waiting for locomotives for an average of 16 hours. An average of 19 percent of the locomotive fleet—817 units—were out of service each day in 1977.

(2) An average of 600 rail cars are misrouted each day, with an average delay of five days per car.

(3) As the Northeast's economy recovers, there will be an increasing amount of freight to carry, but "Conrail does not appear capable of meeting this demand, since it does not have an adequate car utilization and distribution system, nor does it appear to have the ability to keep a sufficient number of locomotives in service to move the available tonnage."

Conrail's president, Richard D. Spence, resigned on June 26th.

A SERIES of hearings on "National Railroad Policy: Which Way Is Up?" are being held by Senator George McGovern of the Congressional Joint Economic Committee. Among the witnesses already heard are Ed Jordan, chairman of Conrail, and Al Chesser, president of the United Transportation Union.

"Historically," McGovern says, "Congress has dealt with the plight of the railroads only in emergency situations. It is apparent that the Railroad Revitalization and Regulatory Reform Act may not have alleviated the nation-wide problems of unreliable and inefficient rail service nor allowed the railroads to achieve and maintain profitable operations."

McGovern notes that the integrity of the U.S. rail industry has been called into question by the Justice Department's investigation into possible financial irregularities in Conrail involving millions of dollars of wages.

"It is clear that somone has been working on the railroad, but Conrail apparently does not know who they are or where they live. I believe it is incumbent on Congress to determine whether this problem of hidden and excessive payroll costs is occurring on other railroads also."

Our Monthly Newscast

WE HAVE HEARD of minority groups operating just about every kind of business except railroads—and now a consortium of nine black Detroit business people headed by Calvin Shelton, age 53, has an engine and 41 miles of track picked out in the wheat and lumber regon of western Michigan and is waiting for the go-ahead from the Michigan Department of State Highways and Transportation. Shelton, his wife, and their seven associates, confident of getting the OK, expect their Kent, Barr & Eaton County Connecting Ry. to be operating by October first. If so, it will be America's frst minority-owned railroad. Freight shippers reportedly favor it. The route is part

Group of 300 Staten Island Girl Scouts pitching in to spruce up MTA stations.

Metropolitan Transportation Authority

of the old New York Central line between Grand Rapids and Jackson, Mich.

EQUIPMENT and safety conditions on the Long Island Rail Road, the nation's biggest passenger railway, are deteriorating and may be the worst in more than five years, according to Federal inspectors. Their findings, based on stepped-up surprise and routine checks each month of the railroad's inventory of 764 passenger cars and 67 diesel locos, seem to support the recent conclusions of two New York State legislative committees that delays—often up to 45 minutes or even an hour, especially during rush hours—were due largely to equipment problems caused chiefly by poor maintenance.

ST. KITTS, in the British West Indies, has a railroad about 30 miles long which encircles the bulk of the violin-shaped island, gathering cane from the sugar estates and bringing it to the privately-owned St. Kitts Sugar Factory. The island government has begun negotiations to acquire this plant and its railroad, possibly using the latter for tourist rides in addition to its commercial use.

BALTIMORE & OHIO's famous first stone was opened at the B&O Railroad Museum in Baltimore, Md., on July 4th, exactly 150 years after it was sealed. The stone was set in place at the start of construction of America's first main-line railroad, the B&O, chartered Feb. 28, 1827, and now a major partner of the modern Chessie System. Before burying the marble symbol in a field near the present Museum grounds, the B&O's founders sealed a "time capsule" into its hollowed-out center. When the stone was opened last July another capsule was enclosed. Its contents will not be visible again until the year 2028.

WITH A MEMBERSHIP of nearly 7,000 almost doubled in two years, the National Association of Railroad Passengers is seeking even more members. Its address is 417 New Jersey Ave., S.E., Washington, D.C. 20003.

THE SOO LINE will spend $27 million, the highest in its history, for new freight equipment in 1929. Included are 20 2,000-hp locomotives and 500 cars. The previous record was about $22 million in 1978.

AS RECOMMENDED by a joint Association of American Railroads and industry task force, major U.S. railroads have agreed to reduce the speed of trains containing tank cars filled with hazardous materials by 10 miles per hour. According to the AAR, new speed limits on trains containing such loads range from 30 to 50 mph.

CP RAIL expects to spend $163 million for the construction of new track, equipment, and shop facilities across Canada in 1978. Last year the company spent $131 million on new facilities and equipment.

THE WRECKDOZER now used on the Canadian National's St. Lawrence Region is a very efficient machine combining the characteristics of a bulldozer and "big hook" (wrecking crane). It can push, pull, or lift almost anything and can be moved aboard a flatcar to the scene of a derailment at speeds up to 70 mph. The big hook, however, due to its ungainly weight distribution, can travel at only 30 mph. Unlike the wreckdozer, it cannot move ahead when rails are missing.

TWO OPEN-AIR cars derailed on the Lincoln Children's Zoo train at Lincoln, Neb., the other day. One of them fell several feet onto its side. Five people suffered minor injuries. Zoo Director Al Bietz said a prankster may have placed something on the track to cause the derailment.

CP RAIL is carrying out a $43-million program of building and reconstruction projects across Ontario. The program includes laying rail along 178 miles of track, replacing ties along 3,400 route-miles, building 26 replacement bridges, and installing 22 new bridge decks. Bulk of the work is in Ontario.

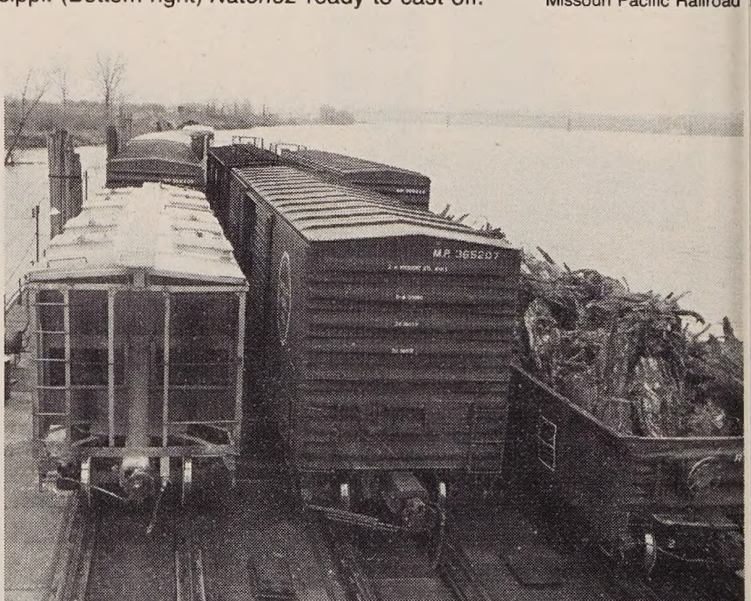
LAWRENCE CENA, president of Santa Fe Railway, told a Congressional subcommittee recently that a Federal proposal to abolish overtime work for operating employes would cost some 50,000 railway industry employes about $500 monthly apiece. Cena was presenting testimony in opposition to a proposal to reduce hours of service for operating employes to eight hours daily.

In his testimony, Cena cited industry safety studies that show employe personal injuries are higher in the second through fifth hours worked and lower in the sixth through 11th hours. He noted that elimination of any overtime service would impair railroad service, greatly increase operating expenses, and result in the loss of overtime pay for some 50,000 industry employes.

ECONOMISTS estimate it would cost the Federal Government somewhere between $60 billion and $100 billion to acquire the nation's railroads. And if the payment was in the form of Government bonds to railroad security holders, it would involve additional billions each year in interest.

Nationalization also would involve more than $500 million a year in railroad-paid taxes to state and local governments. The railroad's Federal, state and local tax bill last year—including payroll taxes—was a whopping $1.89 *billion*.

(Bottom left) MoP river ship *Natchez* taking railroad barge across Mississippi. (Bottom right) *Natchez* ready to cast-off. Missouri Pacific Railroad



A 4-COLUMN PHOTO of a kid flying kites and playing on the Illinois Central Gulf tracks at Freeport, Illinois, published in the Freeport *Journal Standard,* aroused the ire of conductor P.F. Bruebler, of United Transportation Union Local 274. Bruebler wrote to that paper's editor: "The railroads and the rail union have spent countless hours and thousands of dollars to warn children of the dangers of playing near railroad tracks. That example of irresponsible journalism would give immature minds the impression that the East Freeport railroad yard was a good place to fly a kite."

OFFICIALS responsible for regulating and enforcing the nation's rail safety laws have "sadly neglected" their duties, charged Jim Snyder, national legislative director of the United Transportation Union. He said this after learning that many rail officials, on leave of absence from their carriers, have historically dominated top positions of the Federal Railroad Administration. The conflict-of-interest has led to the resignation of FRA's top safety official, Robert C. Wright, on leave from the former Penn Central, now Conrail.

FRA safety officials picked from ranks of railroad management have stymied rail safety inspection and enforcement, resulting in increased accidents, Snyder stated. Meanwhile, DOT Secretary Brock Adams has ordered an end to the routine practice of having brass collars on leave of absence working in the FRA.

It Can't Be Both Ways

A CURRENT CONTROVERSY which promises to make mammoth waves centers around the value of reflective marking devices in freight-car scanning systems. The Association of American Railroads has decided to abandon the use of the automatic car identification system which depends upon trackside optical scanners reading color-coded strips of reflective tape affixed to the sides of freight cars.

When the process was introduced back in 1967, the nation's railroads invested some $150 million to set up the scanners. Now the industry has decided that it doesn't work. The firm that manufactures the trackside scanners is not happy about this decision; so the issue will be decided in a court of law. There are myriad ramifications involving charges and counter-charges of conflict of interest, restraint of trade, and other sticky matters.

None of this need concern members of the Brotherhood of Locomotive Engineers. What *does* concern them, however, is this issue of how suitable the reflective marking devices are for an application to the ends of trains and commuter cars.

Rail labor has been seeking to convince the railroad industry that such markings are unsuitable because they collect dirt and thus seriously diminish reflected light. Rail labor insists that lights would be more suitable, but the rail industry has been shrill in maintaining that reflective tape is satisfactory.

However, in the current controversy the abandonment of the AIC system is being blamed, in part, on the fact that the railroad environment is dusty and dirty, and that corrosive chemicals, flying ballast, and poor weather conditions affect the reflective markings to such a degree that the scanners do not receive accurate readings.

The railroad industry can't have it both ways. Either the reflective tape is satisfactory or it is not. If it is unsatisfactory for identifying freight cars, it is equally unsatisfactory for marking the ends of cars and trains. BLE will continue to fight for adequate lighting devices instead of shiny strips of tape which may—or may not—do the job they are intended to do.—John F. Systema, president, Brotherhood of Locomotive Engineers, in *Locomotive Engineer.*

Leavenworth Memories

TRAINS AND ENGINES have always fascinated me. My father was a railroad man, as his father had been and as I eventually became. Leavenworth, Kansas, where Dad was agent for the Santa Fe, was an interesting city, especially because of its railroads.

The Santa Fe and the Leavenworth & Topeka ran through the town, So did the Missouri Pacific, Burlington, Rock Island, Chicago Great Western and its subsidiary, the Leavenworth, Kansas & Western. There was also a first class electric interurban line, the Kansas City Western running from Fort Leavenworth to downtown Kansas City on double track as well as between Fort Leavenworth and Soldiers' Home. Local streetcars also operated over this portion, as did two single-track city lines. In areas where trolleys did not run, such as to the Santa Fe station, we had horse-drawn cabs. I liked to hear the horses *clip-clop* along city streets, a sound which I always associated with train rides.

As agent, my father was responsible for the freight station, including the nearby passenger depot with its ticket clerks and a baggageman. Adjoining the offices was a large freight house with a warehouse foreman and helpers, as well as a yardmaster and switchmen. Dad supervised them all and acted as agent for the 50-mile Leavenworth & Topeka, which the Santa Fe controlled.

Leavenworth in those days had a population of about 25,000, not count-

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Deep night at Golden, Colo., with Colorado & Southern SD-9 No. 842 doing switching chores at local beer factory.

ing the residents of Fort Leavenworth, a military post just north of city limits. Of all the railroads entering Leavenworth, the Santa Fe had the best facilities for handling circus trains, providing ample room for them to unload and reload their gaily-colored wagons, chariots, and cages. Because the other lines had public team tracks along the Missouri River and in nearby congested areas, the ATSF got all the "big top" business. My father was given passes to circuses and to street carnivals which used the rails. One of the those passes permitted me to see Buffalo Bill, who at that time had a Wild West show of his own.

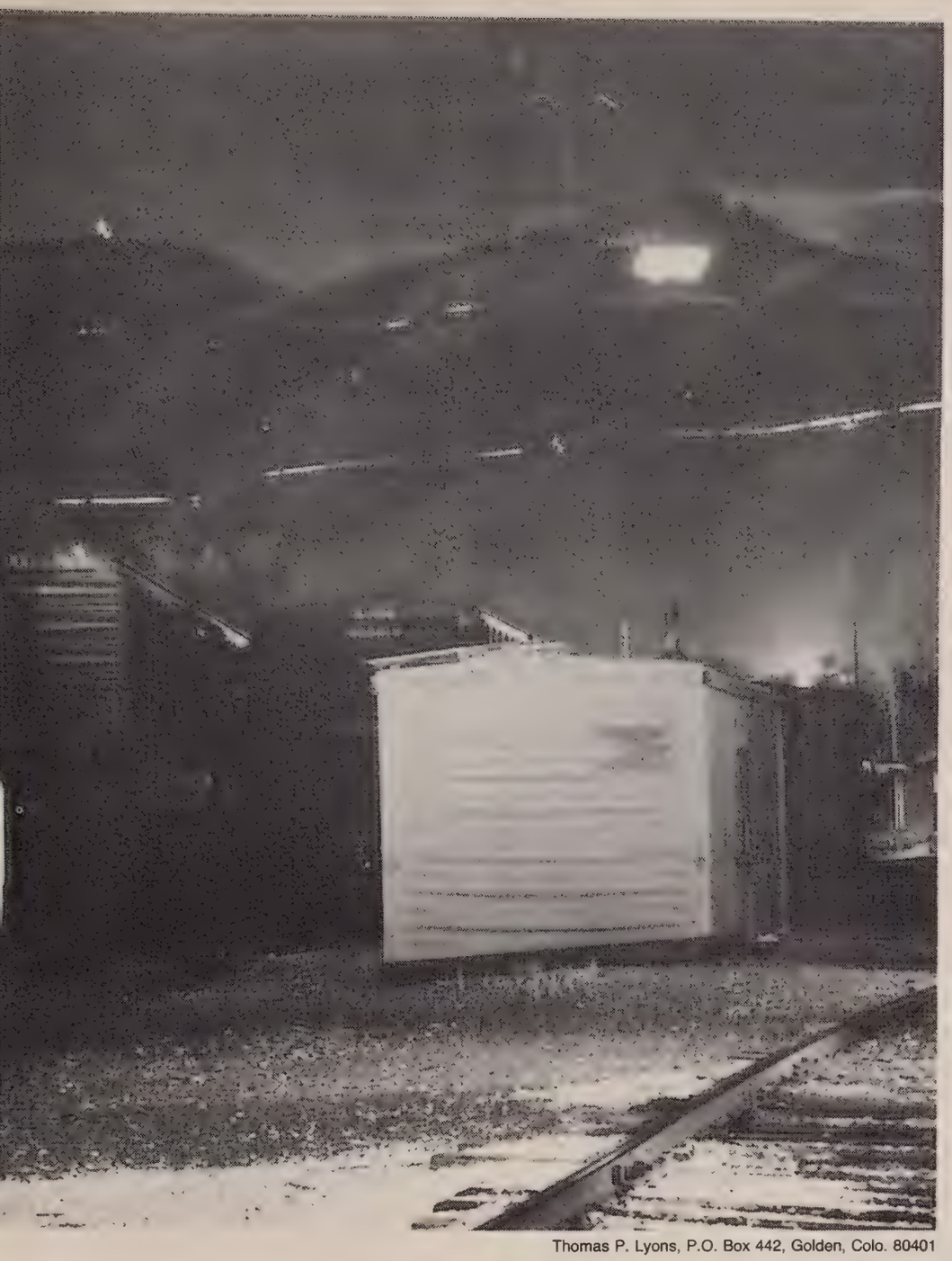
After the school term ended in May, 1912, my family moved to North Broadway, just a few blocks from the freight office. Once or twice while in this location, Dad took my brother and me down to the freight house area to see the colorful circus trains unload at dawn. It was exciting to watch their equipment being pulled off the flatcars with efficiency and dispatch. We couldn't see what each gaudy wagon contained, but we could imagine.

All the horse-drawn vehicles were on their way to the circus lot, where the big tent was erected and kept up for just one day from early morning to late at night. On their way back to the railroad yard in the evening, the troupers followed the route lighted by flare pots, spaced at least one to each block. Circus personnel lived closely packed in sleeping and dining cars, with the stars having relatively comfortable quarters, while there were only minimum accommodations for the laborers, known as razorbacks and roustabouts. Each circus owned its rolling stock except the locomotives, which the railroads provided. Because of their length, the trains were usually doubleheaded, with a caboose at the rear.

I've been back to Leavenworth only a few times since my childhood and then merely passing through by train or bus. Of course, it has changed a great deal over the years, but it still conjures up happy youthful memories.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

Views and Reviews

READING E.S. Dellinger's "Sidetrack the Old Ones" in a recent issue was a delight indeed. I know that Dellinger worked long ago as a brakeman on both the Frisco and Missouri Pacific, but I think he slipped up on one point in writing that story about train operation in the 1870s. He had a stock train going north with only one flagman in the crummy, and at a train-order station at midnight the semaphore signal showed a red light. This indicated that



Thomas P. Lyons, P.O. Box 442, Golden, Colo. 80401

the operator had flimsies to deliver, which he did, handing them up. The train nearly had a cornfield meet because the head end did not get a copy of the orders and claimed that the train-order signal was green, indicating the op had no flimsies to deliver.

Back in the 1870s a green signal did not indicate "No orders." Instead, it meant "Block is occupied," while white was "No orders." Not until about 1915, with the coming of automatic signals, were the railroads in a mess regarding color lights. Manual block territory indications: *white,* block clear, no train orders; *green,* block occupied, no train orders; red, holding signal or delivery or train orders. And in automatic signal territory: *white,* block clear; *green,* next signal at stop, block clear: *red*, stop or stop-and-proceed: block occupied—Roger B. Snyder, Beaver Valley Rd., Ashville, Ala. 35953.

YOUR EDITOR commented that the word *tarriers,* as used in the folksong "Drill, ye tarriers, drill," meant loafers, men who tarried or delayed. There is an old word *tarrier* which meant "a boring instrument, an auger." Could it possibly be the word applied to the users of the drill?—Robert S. Zelenka, 98 Monticello Ave., Annapolis, Md. 21401.

WANTED: Information about the "Orphans Train" that ran once or more often from the East to the West or Midwest, between 1850 and 1900, presumably taking kids from orphanages to new homes.—Denyse Specktor, 10600 Eastborne Ave., Los Angeles, Calif. 90024.

CORRECTION. Our July '78 back cover showed a Union Pacific van train hauling trailers westbound through the rugged Rainbow Canyon near Caliente,

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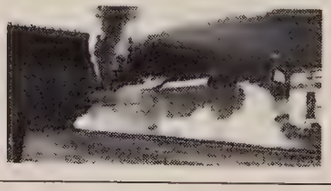

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Nevada. The caption we printed on page 3 was an error.

ERNEST W. COLWELL of Flagstaff, Ariz., comments on the photo in July issue, page 21: "The Maryland & Pennsylvania had four turntables, not counting the narrow-gage one at Sheppard, Md. The two not mentioned in your caption were at Selta (still there) and Cardiff (abandoned about 1937). The one at York, shown in the picture, has recently been torn out."

Louis F. High of Bel Air, Md., comments on the same photo: "Baltimore's Streetcar Museum now occupies about three-quarters of a mile of the old Ma & Pa roadbed. Its terminal loup at the south end of the right-of-way is located on the site of the narrow-gage turntable of a predecessor of the Ma & Pa. The former Ma & Pa freight shed is now jointly used for storage by the BSM and Amtrak."

I'VE JUST BEEN reading the Interstate Commerce Commission 1977 report on Amtrak. Much of Amtrak's poor financial showing is its own fault. Although it managed to increase riding 20 percent in four years, in just two of those years it added 59 percent more supervisory employes!

Which North American rail line, running from one city to another, has the most tunnels? It might be the Ojinaga-Tobolobampo line of the Chihuahua Pacific in Mexico. 2-54-mile stretch of track has are 87 tunnels varying in length from 105 to 5,967 feet.—Henry Korman, 3050 Maryland St., Longview, Wash. 98632.

PHOTO of cornfield meet on the Grand Trunk at Sherbrooke, Que., on Aug. 31, 1904, in our Dec. '77 issue evoke letters from Dennis M. Jordan and Chester Hulett. The wreck occurred in 1887 during a snowstorm, involving 2-6-0 engines 541 and 879. Eleven people were killed and about 40 injured. No other details are available.

Another GT cornfield meet, pictured in our July '78 issue, occurred at Lindsay, Ont., Canada, in about 1891, an anonymous writer tells us. A snowplow extra was ordered out to Haliburton but, unknown to the dispatcher, halted in Lindsay near freight sheds to make repairs to its engine. Forty-five minutes later an eastbound grain extra, doubleheaded from Midland, Ont., stopped at Victoria Jct., where the old line from Lorneville met the Haliburton subdivision. Its conductor phoned the station that his train was snowbound. He was told that a snowplow was on its way. The freight rolled southward into town as the plow left the yard, with the results shown in the photo. The grain engine was carried into the yard on top of the plow.

CP business car 39 now at Port la Reine Museum, Portage la Prairie, Man. Canadian Pacific

DOES ANYONE, aside from ourselves, have a complete file of *Railroad Magazine* and its predecessors, dating back to the first issue, Oct. 1906? A survey made in about 1940 revealed the existence of at least 6 such sets. How many are there today?

LONG AGO, a certain railroad dining-car provided food for hungry World War II soldiers and sailors. Today, it offers food for thought to the 1,000 or so residents of Norlina, N.C., on Seaboard Coast Line's Raleigh Division main stem, just south of the Virginia-North Carolina State line. The car now houses the Norlina Public Library.

FRANCE's 21,580-mile rail network is the longest in Western Europe and is constantly being improved. Electric or diesel locomotives and turbotrains have replaced steam engines on all runs.

The length of electric traction lines, which more than doubled between 1954 and 1976, now totals 5,800 miles. Electrified lines, 27 percent of the network, carry 76 percent of all traffic.

Train Hit by Tornado

A UNION PACIFIC freight train was running toward Lillis, Kansas, enroute to Kansas City last June when a tornado suddenly moved in over the southern sky. Within minutes, it blew 16 cars off the tracks and threw a three-deck automobile transport car a quarter miles. When the storm struck, engineer R.L. Irwin and head brakeman Art Rigdon were in the lead diesel, while a mile and a half and 129 cars away in the caboose sat conductor Elton Painter and his rear brakeman. Bill Page. "I heard Elton's voice on the radio and we got her shut down," said Irwin. "By that time the tornado stopped coming at the engine and you could tell it was going to hit the rear. We got down in the nose of the diesel under the controls where there's a restroom. Poking our heads up now and then, we saw the tornado hit the end of the train."

Meanwhile, Painter and Page, who had escaped from the caboose, tried to dig themselves into the ground on the north side of the track. "When it hit, it was awful," recalled the conductor. "I saw a snow fence going by as well as.

roofs and trees—a regular whirlpool! Suddenly, the cars at the rear started to fly and the caboose and the car in front of it began coming toward us. Then the wind swirled around and you could see them start to roll off to the side of the track where they landed."

Van Horne Business Car

THE FORMER official business car used by William Cornelius Van Horne, builder of the Canadian Pacific between 1882 and 1885, is the major attraction at the Fort la Reine Museum Portage La Prairie, Man. This once-luxurious car has kept much of its former splendor, despite chipped woodwork and rusty handrails.

During its heyday it was exquisitely furnished with plush carpets, elegant tables and chairs and mahogany woodwork. The museum wants to restore it to original condition and is trying to raise about $35,000 to do so.

As part of its contribution to this project CP Rail has donated three-axle Burnett trucks and Sharon couplers to replace those removed when the car was originally sold. Also ties tracks, fastenings, and expert help to ensure that the track was laid properly under the historic car. In addition, the railway is helping to locate and provide authentic interior fittings and furnishings.

According to *CP Rail News,* the car was the product of a passenger parlor car and a "sofa" car owned by the St. Lawrence & Ottawa Railway in the 1870s. CPR bought it in April '82 and had the Coburg Car Works in Ontario rebuild it as official Car 10. In Aug. '82 it was assigned to Van Horne, then CPR general manager, and it remained with him until 1885, when the new car *Saskatchewan* was built for him.

Car 10 was then reassigned to various officials and renumbered 15 and finally 39. Its last years of service, were spent operating out of Medicine Hat, Alta. In 1956 it was sold, missing wheels and journals, to F.S. Sharpe, of Portage la Prairie and for the next 20 years stood in a shade grove on a farm at Delta Marsh.

Australian Railroading

AUSTRALIAN NATIONAL RAILways are building the first section of a 1300-km radio link powered by solar energy through the South Australian wilderness into the Northern Territory extending from Tarcoola, northwest of Port Augusta, to Alice Springs and following the route of a new railway line. Telecon is building the second section, from Alice Springs to Tennant Creek. Altogether, the sun-powered link will be the world's longest. A system of 28 microwave towers will be erected along the line. They will house 2000 mhz solar-celled relay systems with 300-channel capacity. The railways will use 80 of the channels exclusively, the remaining 240 channels being for public telephone service.

I don't know how the courts treat teen-age vandals elsewhere, but I do know that the Adelaide Supreme Court in South Australia sentenced 18-year-old William S.C. Mann (no relative of mine) to jail for putting stones on a railway track. The maximum penalty for that crime is life imprisonment, but the culprit was given only five years.

If you ever come to Thirmire in New South Wales, Australia, don't fail to visit its fascinating N.S.W. Rail Transport Museum. It has a valuable collection of old-time steam-driven monsters, tiny vintage locomotives, a prison van that once conveyed the nation's most notirious convicts, ancient sleeper, dining, and buffet cars, some of the first electric-train cars, and a host of other historic rolling stock units.—A. Mann, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia. ●

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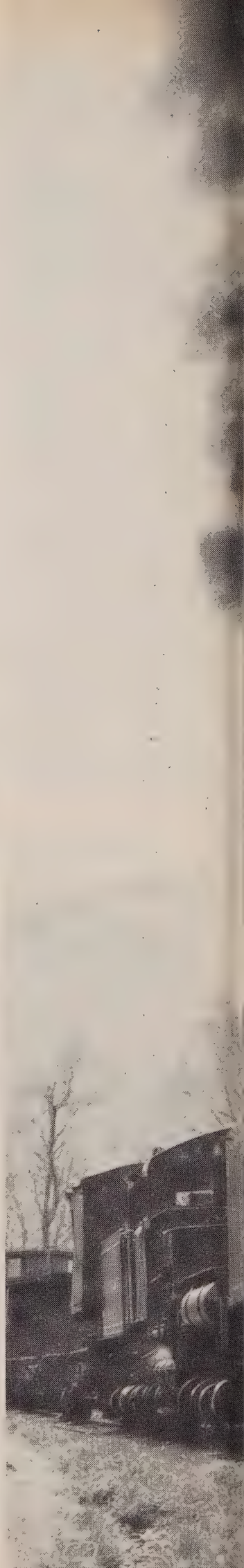
PHOTOGRAPHS OF THE MONTH

(Below) Eager railfans on Bald Knob at Cass, W. Va., waiting for photo run-by of a Case Scenic logging train. **(Right)** Two Cass locomotives haul work train to Bald Knob.



Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

Photograph by Anthony Morgan, Brampton, Ont., Canada

Pattern in the snow: Wheels and axles waiting to be put into service at Canadian National's Spadina yards in Toronto.

Photograph by Interesting Railfan Bruce Russell, 240 Mt. Vernon Pl., Newark, N.J. 07106

(Left) Ex-CP 4-6-2s head across bridge hauling tourist train north of Bellows Falls, Vt., as photographer captures smoky scene.

(Below) Canadian National takes pride in the quality and reasonable prices of meals on trains.

(Right) Engineer oils California Western Mike No. 45 (Baldwin, 1924) at Willits, Calif., in March, '66.

Canadian National

Virgil C. Staff, P.O. Box 268, Berkeley, Calif.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Photograph by Mrs. Nicholas Morant

Jigsaw puzzle of New Zealand Rys. 4-8-4 No. 950, class Ka, and pet rabbit interest ra[illegible]ian Kim Owen, born in New Zealand but now living in Bill Morgan's town of Oxnard, California.

Plenty powerful. Once the pride of Canadian Pacific's Royal Hudson class of locomotives engine 2860 storms through Canadian Rockies last Spring hauling famed museum train.

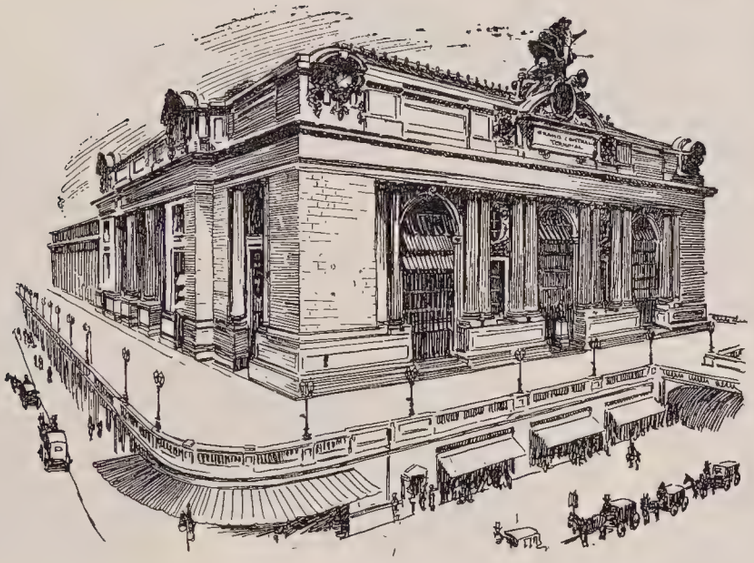
Rare Northern Pacific photo, date unknown: using a helicopter to blow heavy frost off telephone wires to prevent further icing. Today, Burlington Northern microwave has eliminated practically all overhead lines.

Burlington Northern photograph

Southern Pacific No. 6164 given the "once over" on shop track at Roseville, Calif., in 1963. Harold Estudillo, Jr., 850 Cinnabar St., San Jose, Calif. 95126

Supreme Court Upholds Landmark Status of the

GRAND CENTRAL TERMINAL



(Top) GCT as it looked in horse-and-buggy days. (Below) As it looks today dwarfed by towering Pan Am Building.

BECAUSE of Grand Central Terminal's status as an Historic Landmark, the U.S. Supreme Court has ruled that New York City can prohibit the erection of the proposed 53-story office building above it. Such a monstrosity would further dwarf the famous railroad edifice into insignificance, adding to the downgrading effect brought about by construction of Pan Am Building just behind the terminal. See photo at left. Pan Am Building was erected years ago, before the city landmark-preservation law went into effect in 1965. Besides, a new 53-story structure would enormously increase traffic jams in the Midtown area.

The high tribune rejected, 6 to 3, the argument of Penn Central Transportation Co., owner of the 65-year-old station, that the prohibition would be an unconstitutional taking of their property—actually, air space above the terminal—without just compensation. PC had argued that the financial burden of "any restriction imposed on individual landmarks" should be borne by the taxpayers rather than the owners.

"Agreement with this argument," Associate Justice William J. Brennan, Jr., wrote, "would, of course, invalidate not just New York City's law, but all comparable landmark legislation elsewhere in the nation. We find to merit in it."

Laws encouraging or requiring the preservation of historic American landmarks are on the books in all 50 states and over 500 municipalities. The court's decision is likely to start a new wave of landmark designations by communities that have been hestitating because of possible legal challenge by owners of commercial properties. Grand Central is one of about 400 buildings and 30 areas in New York that have been designated for preservation under the city's landmarks law. Most involve private property, which must be kept in good repair and not be altered without permission from the Landmarks Preservation Commission.

Dramatic interior view of GCT showing streams of afternoon sunlight bathing upper level.
Photograph by Ed Nowak (New York Central archives)

INTERESTING RAILFAN NUMBER 189

BY FREEMAN HUBBARD

SEVEN YEARS AGO the Sierra Railroad, a 57 mile freight line linking two California towns, Tuolumne and Oakdale, and connecting with the Southern Pacific and Santa Fe, remembered that they had in storage two operable steam locomotives as well as a number of open observation cars left over from their discontinued passenger service, and decided to use them. Baldwin had built these engines for the Sierra, the 2-8-0 No. 28 in 1922 and the 2-8-2 No. 34 in 1925. The Sierra officials may have read in *Railroad Magazine* that steam fantrips had become popular throughout the country. Anyway, they wanted to cash in on this popularity by running such excursions themselves.

Looking around for a knowledgeable man capable of operating a tourist business, they found Richard R. Reynolds, a travel agent and former railroad employe with a genial personality, and put him to work. Under Dick's supervision they created the excursion setup described in the 1978 *Steam Passenger Service Directory*.

Sierra trains leaving Jamestown in the historic Mother Lode Country, about 130 miles east of San Francisco, run to Fassler—a 16-mile round trip in 90 minutes—while snack and dinner trains journey further, to Cooperstown and Oakdale. The season for the *Mother Lode Cannonball* is Saturdays and Sundays of April through October, and Wednesdays during July and August. Longer runs by the *Wine & Cheese Zephyr* and the *Twilight Limited* go to Cooperstown, and the Supper Special, an 82-mile round trip on Saturday evenings in the same season, including a full-course dinner and dance car with orchestra.

A combination *Cannonball* ride and guided roundhouse tour costs adults $5 and ages 5 to 15, $2, with no charge for younger kids accompanied by grownups. Other Sierra attractions are a classic old station, offices, railroad shops, including a blacksmith shop, yards, picnic area, gift shop, photo studio, and Nickelodeon. The road's address is Drawer 515, Jamestown, Calif. 95327. Phone: (209) 984-3953.

"About 90 percent of my time is taken up with the *Supper Special*," Dick Reynolds says. "Most runs are sold out at 350 passengers each. I advise anyone planning to come here to make advance reservations. My agency, the Great Western Tours, owns this train's dining, lounge, and dance cars as well as its steam generator car. While I am primarily a travel agent, I am somewhat in the restaurant business also, having served as many as 14,000 meals in our dining car in one year. Railfans from all over North America and many foreign countries come to Jamestown to ride the Sierra Railroad and I enjoy meeting them."

RICHARD REYNOLDS

DICK WAS BORN on May 6, 1931, at Santa Monica, Calif. As a boy, he lived near the old Pacific Electric and enjoyed riding the big red cars. He has always been intrigued by steam railroading, trolley lines, and electric interurbans. On Sundays his father, who was a Douglas Aircraft mechanical foreman and later production superintendent, often took him to Glendale on the Southern Pacific to watch the evening parade of arriving and departing trains. On one such trip Dick picked up his first copy of *Railroad,* which made him a confirmed railfan, and he has been reading our magazine ever since. His file of this publication dates back to 1934, and he likes to read railroad books also.

In 1945 he began taking pictures of the PE, other interurbans, and steam roads up and down the Pacific Coast and as far east as Colorado. He prizes especially some of his shots of the Rio Grande Southern and the Denver & Rio Grande Western. In about 1949 he started shooting movies with a 16mm Bolex camera. But his enthusiasm for mainline railroads dropped a lot with the advent of diesels.

Dick is one inch less than a six-footer, is slightly overweight at 190 pounds, and has hazel-green eyes and blond hair. Part of his high-schooling was at Harvard Military College, a private school at North Hollywood, Calif. He attended Colorado College, but did not graduate from it because he was drafted into the U.S. Army, becoming supply sergeant at the hospital in Fort Ord, California.

His first full-time job was passenger information and reservation clerk on the Western Pacific. Later, he held other WP jobs, including passenger sales representative and district passenger sales manager at San Francisco. For three years he served as a WP public relations representative under the late Gilbert H. Kneiss, whom you may remember as a *Railroad Magazine* contributor.

When a new management took over in 1963, abolished the Public Relations Department, and sought to drop the *California Zephyr,* Dick lost faith in WP's future and resigned to go into business for himself as a travel agent. He organized Great Western Tours and has been conducting railroad safaris throughout North America ever since.

"The years 1967 and '68 slumped my travel business," he recalls, "so I worked several months for the Grand Trunk Western as a Canadian National representative in connection with the World's Fair at Montreal, and later for the Southern Pacific as a third-trick wire chief at their West Oakland Yards for six months. The latter was my first experience in a railroading department. Although I liked it at first, the job eventually became tiresome because I had to often work with no relief days off."

During his WP employment Dick was involved in the operation of special passenger trains such as troop extras and tour trains. At that time the company was running its *Caribou County Special* from San Francisco to British Columbia via their normally freight-only "Inside Gateway" route. This was a ten-day excursion, with dining, sleeping, and lounge cars. Dick observed that passengers enjoyed such travel. It was like taking a ship-type luxury cruise by land. This concept he set about to develop later in his own business. He bought equipment for his Great Western Tours trips through Canada and Mexico.

Photograph by Robert Field

Sierra Railroad's 2-8-0 No. 28 (Baldwin, 1922) wheels a trainload of passengers out of Sonora, Calif. *Interesting Railfan* Richard R. Reynolds is doing a great job with the tourist business here.

By 1975 his agency owned ten lightweight passenger cars, including modern sleepers, diners, and lounge cars and was operating a complete special train. But the maintenance of this train was expensive, and Dick did not find Amtrak particularly cooperative with such ventures. So in 1976 he discontinued using his own equipment. Now, Great Western Tours still specializes in rail safaris, some of them with leased passenger cars, but has expanded to operate other kinds of journeys such as a Round-the-World tour via the Trans-Siberian Railway across the Soviet Union through Siberia to the Pacific Ocean. The agency has five full-time employes, four of them ardent railroad buffs.

Dick is still unmarried. He owns a large old house in Alameda, Calif., where a parade of railfans come to live from time to time, and two pet cats. Since joining the Bay Area Electric Railroad Association in 1947, he has been active with that group. For 12 years he served on its board of directors and one year he was elected president. Some time ago he was associated with the development of BAERA's California Railroad Museum at Rio Vista Junction, but his present work with the Sierra Railroad keeps him from being active with that museum. He is a Kappa Sigma Fraternity alumnus and used to belong to the San Francisco Press and Union League Clubs and the San Francisco Junior Chamber of Commerce.

Unlike most railfans, railroading is his vocation as well as his hobby. One of his pet interests was the acquisition and restoration of old Hall Scott motor car No. 21 of the Nevada Copper Belt Railroad. Many good friends helped him to restore that historic self-propelled vehicle to operating condition over a period of ten years.

"Since then," Dick says, "we have enjoyed excursions with it on such lines as the Sacramento Northern, Central California Traction Co., and Sierra Railroad. Last January we moved it from the Sierra at Jamestown to the Bay Area Electric Railroad Association Museum at Rio Vista Junction, also in California. The old car was operated over 110 miles under its own power."

Enjoys railroad movies at home, cooking (he's a bachelor), and listening to music from his large collection of classical records. Sometimes he watches TV, but is turned off by most of its current programs. His collection of railroadiana includes public and operating timetables, dining-car menus, and railroad books. He also enjoys non-railroad historical books.

Dick rarely participates in sports. He gets most of his exercise from mechanical work that has to be done on his railroad cars.

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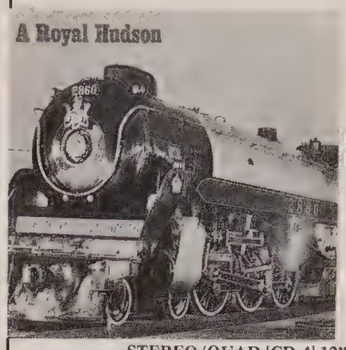
IN SEARCH OF STEAM

With Mike Eagleson

COLORADO RAILROAD MUSEUM, whose history was told in our last month's *Interesting Railfan* article, made big news this past June by completing the renovation of its 318, former Denver & Rio Grand Western 2-8-0, class C-18. The little Consolidation was test-fired and operated on the Museum's short piece of track at Golden, Colo., running for the first time in 25 years. Glory, hallelujah! Of course Bob Richardson was delighted. Bob is co-founder of the Museum and an *Interesting Railfan*. He praised the volunteer workers who had patiently brought about the restoration job. Hereafter, the 318 will be used about a dozen times each year. You should see how beautiful she looks chugging past the old water tank on the property. Congratulations, CRM, for returning a "new" steamer to service!

NUMBER 35, a former Long Island Rail Road 4-6-0, which was displayed for years at Eisenhower Park in Long Island's Suffolk County, will be moved from there to the Black River & Western shops at Ringoes, N.J., to be rebuilt for operating service again. Special dated road permits had to be obtained to make the trip out possible on a flatbed trailer. Because of street weight limits, the 4-6-0 had to be stripped literally of tons of removable parts.

RECORD of the MONTH
SB 4504 A Royal Hudson



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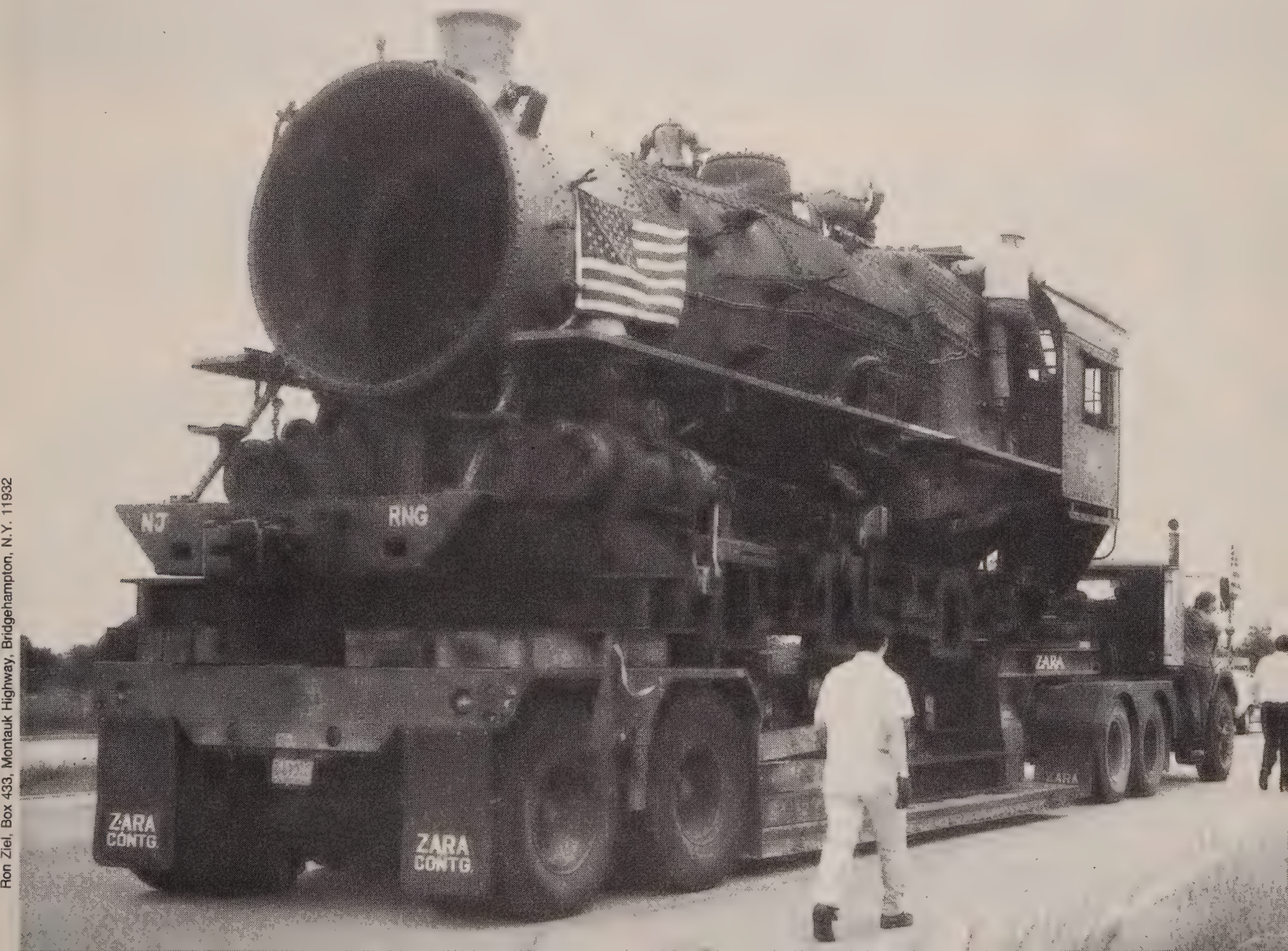
(Left) Chessie Steam Special loco ex-Reading 2101 stack-talking on B&O's Sand Patch grade last May. Photograph by Mike Eagleson
(Below) Long Island R.R. Ten-wheeler No. 35 on Hempstead Tnpk., East Meadow, N.Y., June, 1978.



Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932

(Top) British Columbia Ry. train No. 3 doubleheaded for first time with 2860 and 3716 last June.

(Bottom) Chessie Steam Special 14-car test train leaving Elsmore Jct. for Baltimore in April, 1978.

Lorraine Buchanan, 7324 Willington Ave., Burnaby, B.C., Canada V5J 3R7

Photograph by Mike Eagleson

Elsewhere on Long Island, *Interesting Railfan* Ron Ziel is making fund-raising radio commercials for donations to return sister G-5 Ten-wheeler No. 39 to service on Long Island. That "old girl" is now leased to Mainline Steam Foundation. Send contributions to The Steam Locomotive 39 Fund Committee, Box 39, Bridgehampton, New York 11932. Ron's beautiful wife Beth, pictured in our June issue, is administrator of the fund.

FOUR MILES by rail each way, with a four-course dinner en route, sounds like a tall order, yet the Kent & East Sussex Railway in southern England offers that. Operated by volunteers and authorized to restore ten miles of track, the society has rebuilt a stretch from Tenterden to Wittersham Road. Every Saturday a steam-hauled train leaves Tenterden with a Pullman diner, spending time at the other terminal before returning. Cost of meal is the equivalent of $11. A bar also is operated.

This is one of the money-raising devices used by the society, which faces an enormous bill for repairs and maintenance. As the line is separated from the main stem, stock bought by the company has to be hauled by highway. Tonbridge residents stared when they saw a railway coach moving along a highway with British Rail trains passing underneath. So says Joseph Fox, 4 Heathfield, Holden Ave., North Finchely, London, N12 8HY, England.

CHESSIE STEAM SPECIAL made a spectacular assault on Baltimore & Ohio's Sandpatch grade in Pennsylvania over wet rails on May 13th. Despite the heavy rain, I was at trackside with my camera covering the action for *Railroad Magazine*. The gallant ex-Reading 4-8-4 No. 2101 made her own storm up the sand-drenched grade. Cinders are still ankle-deep there from over 100 years of steam fighting the mountain. This is one of the most dramatic displays of big-time, mainline steam you can see anywhere these days. The engine's thunderous exhaust, smoke, and cacophony are just unbelievable. Even diesel expert Jim Edmonston pays tribute to steam power in opening his department this month. Read it!

AN 0-6-0 SWITCHER which has passed through several hands while stored in Hagerstown, Md., will eventually go to the Wilmington & Western at Greenbank, Dela., reports the Pennsylvania Live Steamers, Inc., 108 Mill Rd., Norristown, Pa. 19401. We hope she'll be rebuilt for service.

Originally the engine was Michigan Central B-84c No. 8741. Then she became New York Central B-10w No. 6894. Finally, she worked for the

Nicholson Terminal & Dock Co. as its No. 15. Pittsburgh Locomotive Works built the good-looking 0-6-0 in 1912. She will become the only ex-NYC steamer in operation.

IN THE LATE FIFTIES, cowboy-singer Gene Autry, a one-time railroad brass pounders, acquired four steam locos and moved them to his Melody Ranch in Newhall, Calif, some 30 miles north of Los Angeles and a mile or so from the SP's Los Angeles-Bakersfield mainline. He intended to use them in films. The engines are ex-Southern Pacific 2-6-0 No. 1629, a Long-Bell Lumber Co. 2-6-2, ex-D&RGW 2-8-2 No. 463, and an ex-Lehuie Plantation 0-4-0.

The Plantation engine and the Mogul are still on the property. The Prairie will be used this fall, dead, in a new TV special sequel to "Roots," disguised as three separate steamers. Don't be fooled about her true identity, comments Richard A. Smith, 215 East Live Oak St., San Gabriel, Calif.

A NARROW-GAGE steamer used long ago in building the Grand Trunk Pacific has been restored for a new Canadian tourist road near Fort George, B.C. The Davenport was rebuilt in the Canadian National shops at Prince George by a retired CN engineer named McLellan, reports H.R. Colliss, 1175 Ahnau St., Prince George, B.C., Canada V2M 3S2.

P. Grand, 17, Everest Rd., Rugby, Warwickshire, England CV 22 6EX

Sculptured portrait on British ex-Southern Ry. 4-6-0 No. 841 looks like native African art at Peterborough.

New Steam Items

TWO GREAT NEW Super 8mm color steam movies have been released by Sunday River Productions, P.O. Box 565, Concord, Mass. 01742.

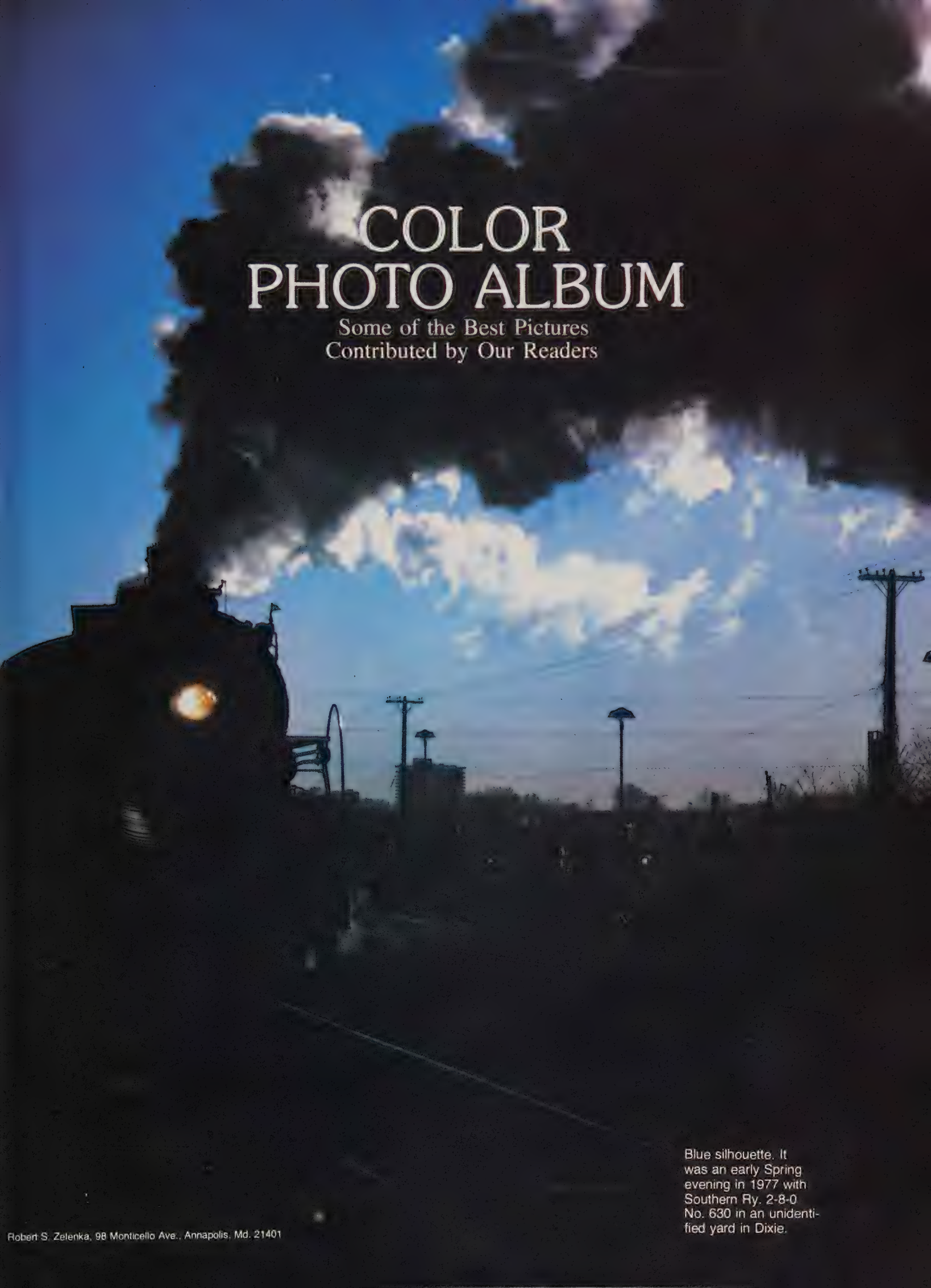
RACEWAY FOR NORTHERNS, 212 feet, $27.50, is a detailed study of the big 4-8-4's used today on the South African Railways, featuring yard scenes as well as mainline running. I especially enjoyed the side-by-side pace scenes of the Northerns shot from a paralleling car. Here, the flashing main-rods blur to show you how modern steamers still do useful work every day. For an added variety, a few smaller classes of SAR steam appear to give you a broader view of the total steam roster. Angles are varied with interesting uses of telephoto and wide-angle lenses.

THE DAYLIGHT LOCOMOTIVE is a real treat. Shot in the early fifties, the great GS-4's are captured in orange, silver, and black color schemes as well as the later black-only styles minus some skirting. A good combination of action views and yard scenes sets up the 4-8-4 coverage. Also included are scarce views of SP Pacific's, Mountain's, switchers, and cab-forwards. A rare film, definitely worth having, from the golden days of regular-service steam.

SOUTHERN RAILWAY PANORAMA, by Frederick A. Kramer, 60 pages, soft cover, 8½" x 11", color cover, over 100 photos, maps and paintings, Quadrant Press, Inc., $4. (Also available from Railroad Magazine Book Service.)

A well-planned and thoroughly-researched pictorial study from the Southern's first diesel to its last steamer. Included are photos and information from early days of the Southern through the Depression and wars to the final withdrawal of steam. This is not a book on Southern fantrips, but regular service. The photos of first-generation diesels and hard-to-find steam pictures make it desirable for anyone who has ever loved the *Crescent Limited* and the glory of green-and-gold locomotives. Layouts, writing, and reproduction are excellent.

CONTINUE SENDING steam news and steam books and records, etc., for review to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856. ●



COLOR PHOTO ALBUM

Some of the Best Pictures Contributed by Our Readers

Blue silhouette. It was an early Spring evening in 1977 with Southern Ry. 2-8-0 No. 630 in an unidentified yard in Dixie.

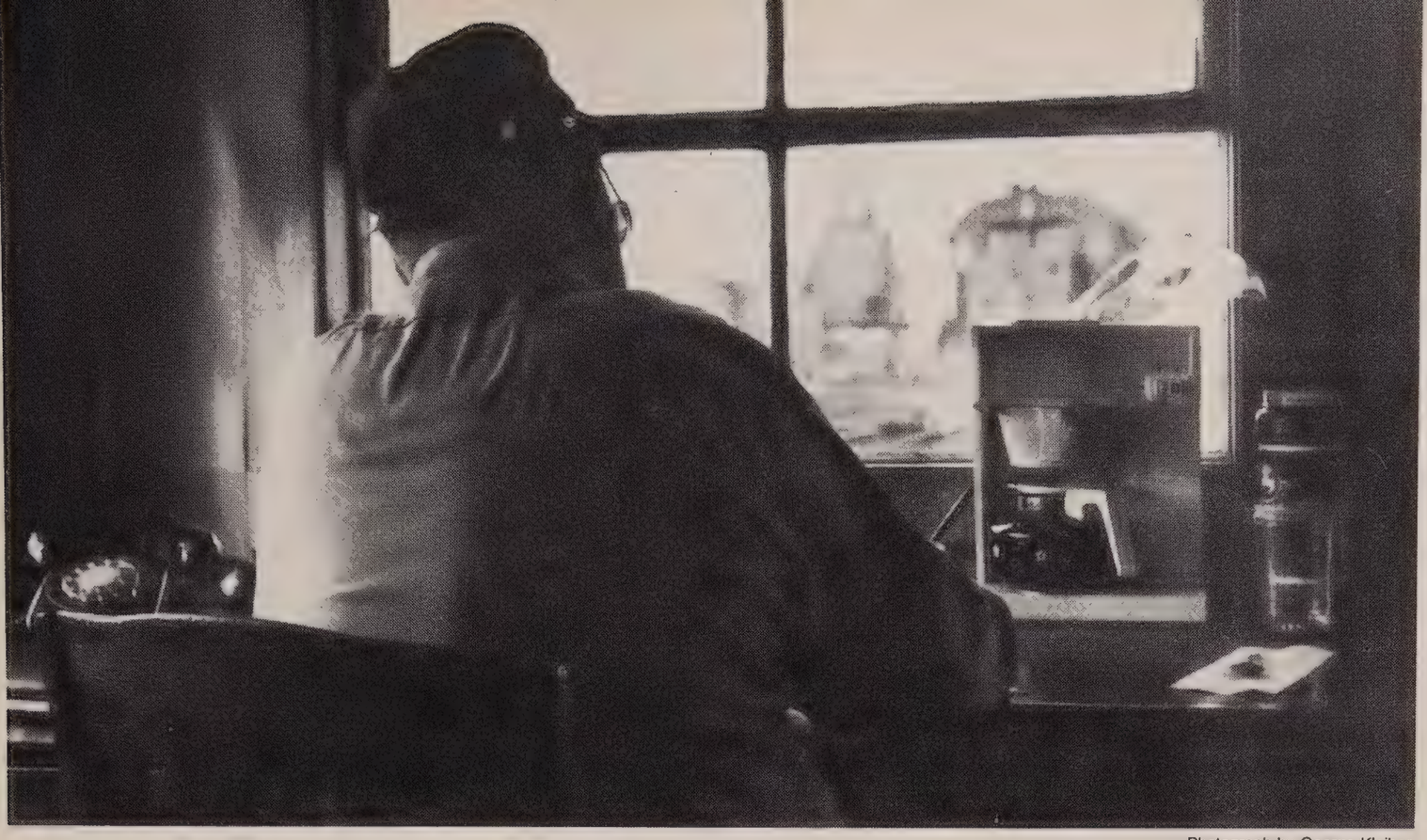
Robert S. Zelenka, 98 Monticello Ave., Annapolis, Md. 21401

407
407
400
407

Maine Central 470, from which came RRE's Portland Div. name, meets 407 with a frosty glare.

Ronald N. Johnson, 602 Highland Ave., South Portland, Me. 04106

(Top) Freedom Train engine ex-SP 4449 hauling Southern Ry. special from Atlanta to Washington, D.C., in Aug. '76. **(Lower left)** SP 7033 head-on. **(Lower right)** Pine Creek Ry. Shay on trip.



Photograph by George Kleiber

CLEAR BOARD

There are times in railroading when the violation of a rule is considered sound judgment.

BY LELAND SHERWOOD

CHARLIE GRANT, a young hogger known on the Southern Division as "Skyrocket," entered the superintendent's office with the realization that he was in a bad predicament. But he sauntered in with head erect as though he held the world by the tail and was expecting commendation instead of a bawling out.

Charlie had come by his nickname honestly. He was a runner—that adventurous type of eagle-eye who will face any hazard and surmount every obstacle which threatens to interfere with his schedule. Whenever officials needed an engineer for extra fast freight, they preferred Skyrocket.

Lesser men with more seniority had been stepped up a notch, but Skyrocket was still pulling freight—looking forward eagerly to the time when his "whiskers" would entitle him to a steady berth on the right-hand seatbox of a high-wheeler. Now, with this moment apparently close at hand, he found himself in a jam.

The superintendent, a heavily-built veteran of the old school, looked up from the papers on his desk, acknowledged his visitor's presence with a grunt, and resumed his work.

"Have a seat," he said. "Be with you in a minute."

Skyrocket sat down on a straight-backed chair and toyed with his cap in an uncertain manner. There was something almost sinister about the office which got under his skin. Probably that was because the Old Man usually made his victims sit and sweat until their excuses had taken flight and left them with the conviction that an honest confession was good for the income as well as the soul.

To make matters worse, Skyrocket had no acceptable explanation of the stunt responsible for his presence. No brass collar could be expected to understand the impulse which had led him to prove the boast that he could wheel a full-tonnage freight clear from Ridgeway ahead of a crack passenger train.

THE DISPATCHER had given him the rail and Skyrocket had kept his drag so far ahead of No. 6 that the train-order boards had been clear all the way to town.

It had been fun while it lasted, and probably never would have been brought to official notice had it not been for "Grumpy" Grimes, the testy old conductor who had cut across the yard to the running track and flagged Skyrocket down as the latter was bringing the engine to the roundhouse.

"You idiot!" Grumpy shouted and shook his fist at the grinning engineer. "You can't make no whipcracker outa my caboose an' get away with it. I'll write you up, you—"

"Aw, don't get sore, Grumpy," Skyrocket cut in. "You ain't got no kick comin'. Didn't I get you home in time for supper?"

"Supper, hell!" Grumpy yelled, his face as red as a stop indication. "I ain't got no appetite after that ride. Everything in my caboose is banged to hell, includin' me an' my flagman. I'd have pulled the air on you if I hadn't feared them cars would of played leapfrog."

It had seemed to Skyrocket like a pretty good joke as he pulled away from Grumpy's invectives.

AT LENGTH the superintendent spoke. "I've got a report here from your conductor that says you exceeded the speed limit all the way from Ridgeway, disregarding the stop signals given by the train crew

"Dispatcher gave us the railroad and if I didn't keep 'em rollin' he'd put us in the hole for the evening passenger trains."

from the rear end, and pulled into the yard with half a dozen hotboxes on your train. What have you got to say for yourself? I suppose your conductor is a cockeyed liar."

"No, sir," Skyrocket said as he fidgeted awkwardly and ran a finger round the edge of his collar. "Grumpy told the truth."

"Oh, he did?" the superintendent grunted. "Then why the devil did you pull such a fool stunt?"

"Well, you see, the dispatcher gave us the rail and I knew that if I didn't keep 'em rollin' he'd put us in the hole for the evening passenger trains."

"Yeah! And I suppose you were afraid that would make you late for supper or cause you to miss a date with your girl. So you just decided to take a hell of a chance and run the wheels off a freight to get in before dark."

The Old Man got up and paced the office while the hogger squirmed uneasily.

"You're a hell of a fine engineer!" he said. "What do you think we got rules for, anyway? Suppose you had put that train in the ditch? I'd hate to see you on a passenger train. Maybe I'd better rule you off the road altogether."

"Aw," Skyrocket objected. "You surely, you wouldn't—"

"Is that so? Maybe you think I want a fool pulling the latch on the head end of a string of coaches. Maybe I'd sleep good, knowing a passenger engineer thought it was fun to take curves so fast that old ladies would be thrown outa their berths and bowls of soup would upset in the customers' laps. Well, you can guess again. How would you like to run a yard goat for the rest of your life?"

"I wouldn't," Skyrocket replied. "I've always wanted to pull a passenger train.

"Oh, you have? Well, that clears everything up. Makes it all nice and simple, doesn't it?"

The awkward silence that followed was broken at last by the official. "That's all I've got to say to you now."

Skyrocket walked slowly to the door. With his hands on the knob, he turned and faced his superior. "Are you ruling me off the road?"

"I haven't decided yet," was the answer. "I'll think it over. But if I do it, you'll have nobody to blame but yourself."

When the door closed the superintendent resumed his pacing. Presently the trainmaster came in and inquired about the trouble.

"It's Grant," the super said. "I don't know what to do with him. One of the best engineers on the division, but he seems to think the book of rules is fiction; and I can't put him on passenger with that attitude."

The trainmaster smiled. "Did you ever know a good railroad man who could truthfully say he never violated a rule?"

"Just between the two of us," the super replied, "as one man who has come up from the ranks to another, I'll have to admit that I probably haven't. There are times when a violation can be considered good judgment—when things would be tied in a knot if every man stood pat on the book of rules; but there's a limit to that sort of thing."

"Are you going to rule Charlie Grant off the road?"

"I should, on account of that last reckless stunt of his. But as I said before, he's one of our best engineers any other way you look at it."

"Seems to me there should be a way to make him stick to regulations without ruling him off the road."

"I wish I knew of such a way."

ABOUT THAT TIME, a new volume of profitable business appeared. A big shipper offered to supply daily, for several months, enough perishable goods to make up a solid train of express refrigerator cars to the railroad which could make speediest delivery.

Several roads put up a stiff fight for this contract, the outcome of which resulted in a deadlock between two roads, Skyrocket's and another. It was agreed that on a specified date a fast freight train on each road would leave a certain city at a given time.

Brass collars of both companies were emphatic in denying that a 500-mile race was being staged. Such things were not done! No, indeed! This was simply a test shipment on a winner-take-all basis.

When all arrangements had been made, the officials of Skyrocket's road got their heads together. To their way of thinking, this contest was like cream in the can, for their system had just installed automatic train control.

They figured out a schedule which they believed the other road could not maintain, sent out word that whoever fumbled the ball in this particular game—if anyone should—would be fired and they called in clerks to figure up the profit they expected to get.

The evening this special train was due to hit the Southern Division, which constituted the last lap of the run, Skyrocket's engine was parked in a pocket at the station awaiting its arrival. A jet of steam hissed from one of her cylinder cocks and spread lazily into a tiny cloud before dissolving into the air; while the hogger, clad in newly-laundered overclothes, poked the spout of his oilcan into this crevice and that.

Beside the locomotive, three individuals paced the cement platform nervously. The superintendent, who was the leader of this parade, pulled out his big open-faced watch and frowned. The two assistant trainmasters at his heels did the same.

"She's already fifteen minutes late," the Old Man growled.

He appeared to be on the verge of a fit. Someone had gummed up the works. What could have happened to that damned train, anyway?

"Quit following me around!" he shouted at the two assistants. "Ask the dispatcher what's wrong."

After they had gone, a roar and a billowing smoke plume at the other end of the station announced the arrival of the belated special. The super heaved a sigh of relief and turned to Skyrocket.

"She's lost fifteen minutes," he lamented, "and I'm depending on you to make it up. I had you called for this run because I've got confidence in you. Can you live up to it?"

"That's a stiff schedule on which to make up time," Skyrocket answered, "but I'll bring her in on the dot if you give me the railroad."

"You've got it," the Old Man assured him. "I told the dispatcher that if you get anything but a clear board all the way he loses his job."

SWITCH LIGHTS and dwarf signals were blinking through the dusk and decorating the yards as the special nosed out of the station, clattered over the intricate layout of crossovers, and straightened out on the high iron. The fireman came over to the right-hand side with his watch in hand.

"Think we'll make it?" he asked.

"Sure, kid; you just keep the hand on

that thing comin' towards me," Skyrocket answered, pointing to the steam gage, "an' we'll get there ahead of the parade."

The fireman put away his watch and delved into the job of keeping up steam. During the first half of the run the special fought a strip of steadily ascending grade which not only prevented the making up of lost time but threatened to add more precious minutes to those already lost.

"How are we doin'?" he yelled at the engineer about an hour later as he paused for a rest.

"We're losin' a little," Skyrocket answered glumly. "But we're almost to Ridgeway now, and from there on the grade's in our favor. We'll drop down that stretch of track like nobody's business, and we'll make it up all right."

The fireman had his doubts. Already they had encountered a light fog. Experience told him that when they got by Ridgeway into the valley it would be worse. He judged that their average speed so far had been under 50 miles per hour.

That meant stepping along at the rate of 65 or 70 for the rest of the trip in order to make up the lost time; and when you hit a bad strip of track at that clip sometimes you couldn't tell whether the engine was on the rails or on the ground.

There was plenty of thrill to such speed in clear weather, but fog was not good. It played tricks on your mind. Of course, automatic train control was supposed to take care of fog. A little row of cab signals on each side gave the engine crew the indication on the next fixed signal by means of a current picked up from the rail; but this happened to be the fireman's first trip on a locomotive equipped with such a contrivance and he was unsure of its reliability. He had become used to putting his faith in fixed signals—and fixed signals wrapped in fog are easy to miss at high speed.

AT RIDGEWAY they slowed down to forty miles an hour to knock a tank of water out of the trough and then squared away on the slightly descending grade. Skyrocket settled down to the aim of setting a speed record.

The big 4-8-2 locomotive had just begun to pur like a contented cat when the warning whistle popped off.

"Caution, slow speed!" the fireman shouted as he noted the change in the cab indication. "I thought the Old Man promised us a clear rail."

Shoving the throttle against the wall, Skyrocket reached for the acknowledging valve with one hand while manipulating the brake valve with the other.

"That's odd," he yelled at the fireman, when the train had slowed considerably. "She's cleared up now, so here we go again."

However, by the time they again had reached a speed of 65 miles per hour, they were surprised once more by a restricted cab indication, and the train ground to a stop.

"We're in a helluva mess," Skyrocket told the fireman. "I had my eye on a round signal when the cab indications changed this time, and it was clear. There's something wrong with them cab signals. Whenever we got up to 65 or 70 the vibration seems to put 'em on the blink."

Automatic train control has, of course, proved its efficiency and today failures are rare; but, during the first few weeks of its installation on the Southern Division, before roundhouse, shop, and train service employes became thoroughly familiar with its testing and operation, they had some difficulties.

"Yeah," the fireman agreed, "an' I guess we're stuck."

"Not yet, we ain't," Skyrocket said defiantly.

"I'm going to cut out the TC so a restricted cab indication can't set the air on us. It's our only chance."

THIS STATEMENT somewhat alarmed the fireman. "You know what the book of rules says about that," he said. "If you cut out the control you're supposed to notify the dispatcher an' he'll give you a message to proceed at half speed with absolute block protection from one tower to the other."

"We ain't got time for that stuff," Skyrocket answered.

"But when this engine goes to the house with that train control seal busted the Old Man will get a report on it an' he'll holler his head off. What did he tell you about breakin' rules when you were up on the carpet? Want to give him another excuse to rule you off the road? Besides, it would be takin' an awful chance, tryin' to make up that time in this fog without train control."

"I can't help that," Skyrocket said in a tone which showed he had reached a decision. "I'm goin' to bring this train in on the dot or leave her in somebody's cornfield."

"All right, all right," the fireman yelled angrily, "I got nothing to do with this damn business."

"Shut up, you jackass!"

Having lost his temper, the fireman staggered over to the other side of the cab as if he were about to shake his fist in the engineer's face.

"Listen, kid," Skyrocket shouted. "It's my funeral, not yours. It's nothing for you to get hot about."

The fireman looked at him questioningly; then, without another word, went back to his own duties.

During the rest of the trip the fireman was kept busy. The floor of the cab began to bob like a cork in boiling water. For a time he tried to check signals with the engineer, but speed and fog seemed to conspire against such precaution; and so, breathing a fervent prayer, he concentrated his attention on the steam.

Near the end of this wild run the train struck a bend in the rail. The curve was slight, but terrific speed caused the cab to lurch as though the engine had sideswiped a stone wall.

UP TILL NOW Skyrocket had not missed a block indication. Thoroughly familiar with every rail-length of the way, he always had managed to have his eyes focused upon the exact spot where each fixed signal, for a brief instant, had flashed its assurance of a clear track; but the mental strain was beginning to tell, and momentarily he had become confused.

He knew that his next indication should be that of a distance signal governing the approach to another block controlling the right-of-way over a point where another railroad crossed his own tracks. However, the fog in this area was heavier than elsewhere, and it had fooled him into believing these two indications were some distance ahead.

The curve was one landmark the gray blanket of mist could not blot out, and the lurch of the cab had told the hogger with brutal abruptness that he had mis-

"It's our only chance . . . I'm goin' to bring this train in on the dot or leave her in somebody's cornfield."

sed those two indications—that he was almost upon a crossing *protected by derails which would put the train in a ditch unless those signals had been clear!*

Instinctively, although he knew the action was a hopeless gesture at best, Skyrocket's hand flew to the brake valve. His fingers had scarcely closed over the handle before the lurch and clatter of the pounding drivers beneath his feet told him the wheels of his 4-8-2 had struck the crossing frogs and were still on the rails.

When he had caught the clear indication of the fixed signal just beyond he sat back on the seatbox and wiped the sweat from his face with a trembling hand.

As the special came to a stop in the station of the divisional terminal, a group of minor brass collars greeted the tense engine crew.

"You're right on time," one of them shouted.

"We're two minutes ahead of time, Skyrocket corrected.

An excited individual ran up. "I've got the dope on the other train," he informed them. "They won't be in for fifteen or twenty minutes. The fog slowed them down."

"That shows the advantages of automatic train control," one official declared solemnly.

"Right," another agreed. "If the other road had been equipped with train control, they wouldn't have to worry about fog."

"Well, I'm glad it's over," said the first official. "Never spent such a night in my life. Terrible strain on a man's nerves."

"You said it. Now we can go home and get some sleep."

The engine crew looked down upon this little side show from the gangway of the locomotive, and the fireman slyly nudged Skyrocket.

"Ain't it hell the way them poor guys had to suffer?" he asked.

"Yeah," the engineer agreed with a grin, "it's pitiful."

"An' did yuh get that crack about train control?"

"Sure," said Skyrocket, still amused. "Them birds are comedians."

THE NEXT DAY Skyrocket, not unexpectedly, answered a summons to appear before the superintendent: As he entered the office the Old Man glanced up from the accumulation of papers on his desk, acknowledged his visitor's presence with a grunt, and resumed his work.

"Have a seat, Grant," he invited. "I'll be with you in a minute."

Skyrocket sat down with a sneaking suspicion that he had made a fool of himself for the second time.

At length the Old Man pushed the papers from him, stuck the butt of a dead cigar between his teeth and chewed upon it vigorously.

"Not long ago," he began, "we had a little discussion about rules and regulations. Do you remember it?"

Skyrocket said, "Yes, sir."

"And you remember also my threat to rule you off the road because of your attitude toward rules?"

"Yes, sir."

"And do you admit, knowing these things, that you cut out the train control on that special and proceeded without authority?"

"Yes, sir," said Skyrocket.

"Hum!" the superintendent grunted. "How about your promise?"

Skyrocket's brow wrinkled thoughtfully. Come to think of it, he had made the Old Man some sort of promise; but he couldn't remember just what it was. At any rate, the super congratulated him on a great run, on using his head in an emergency, and said he was being promoted to passenger service.

Later that day the trainmaster came into the superintendent's office.

"I see you have Charlie Grant marked up for passenger," he said. "I thought you were going to rule him off the road?"

"Changed my mind about that," the Old Man replied. "Made him promise that, from now on, he'll railroad strictly by the book of rules, regardless of consequences."

"That should work out all right if he keeps the promise."

"He's given me a good demonstration of his reliability in that respect," the super said pointedly. "When a man who wants to be a passenger engineer as bad as Skyrocket did is willing to jeopardize his chances for the sake of keeping a promise he made to me, I'll say his word is worth something."

The trainmaster smiled knowingly. No one would ever be called upon to apologize for Skyrocket's work as long as the blocks were green and boards clear for the varnished cars. ●

DEATH AT THE DRAWBRIDGE

GRAND TRUNK's International Railroad Bridge was built in 1873. For several years the railroad operated a passenger car across the bridge for local traffic between a point in Canada then called Victoria and Black Rock. Canadians often came to the American side of the Niagara for food and other shopping. Americans often used the dummy to picnic in Canada as well as for business purposes.

The dummy, powered by a steam engine, was a rather crude vehicle. A compartment at one end had seats for 12 passengers. The engineer's cab was at the opposite end. A conductor and an engineer were the crew.

Bound for Black Rock, the dummy backed across the bridge. Crossing to Canada, the cab led the way. The dummy customarily left Black Rock for its last trip of the day at 5:30 p.m. It laid up at night on the Canadian side since the conductor, Capt. James L. Haggert, and the engineer, William Bohn, lived in Ft. Erie.

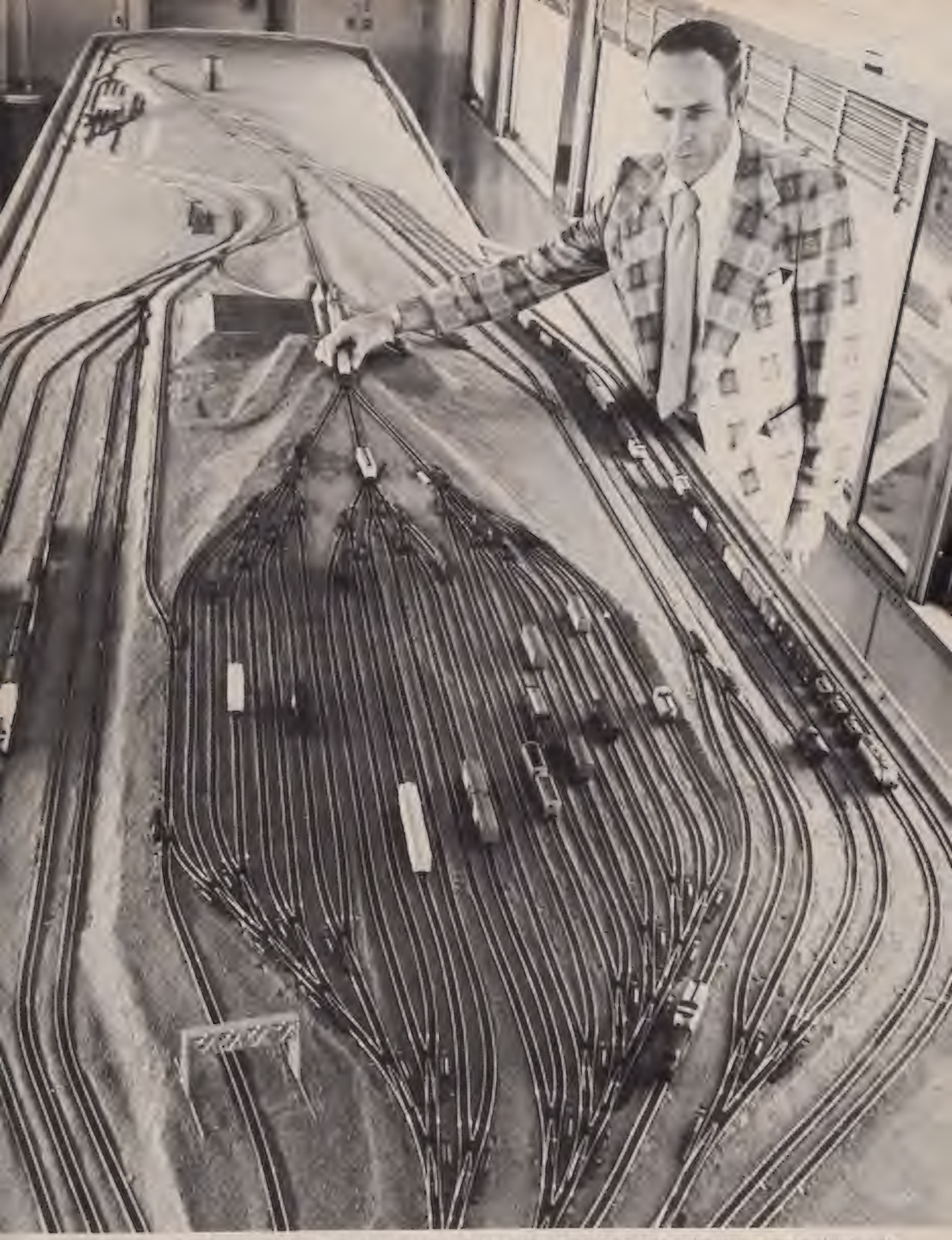
On Friday, Sept. 29, 1882, Bohn had had trouble with the steam engine. He had worked on it while waiting departure time at Black Rock. In fact, it made him late in leaving and he was delayed still further by a late-arriving passenger. When he started across the bridge, passengers could still hear him hammering away, tinkering with the engine.

Malcolm Colcough, for years bridge superintendent, happened to be standing on the rear platform of the dummy. Four people were in the passenger compartment.

A swing bridge, operated over the Black Rock Canal; it still does. The yacht *Falcon,* owned and operated by the Falconwood Club on Grand Island for the convenience of its members, was transiting the Canal and whistled for bridge clearance. The bridge tender whistled a warning and began to open the draw. But, the dummy did not stop.

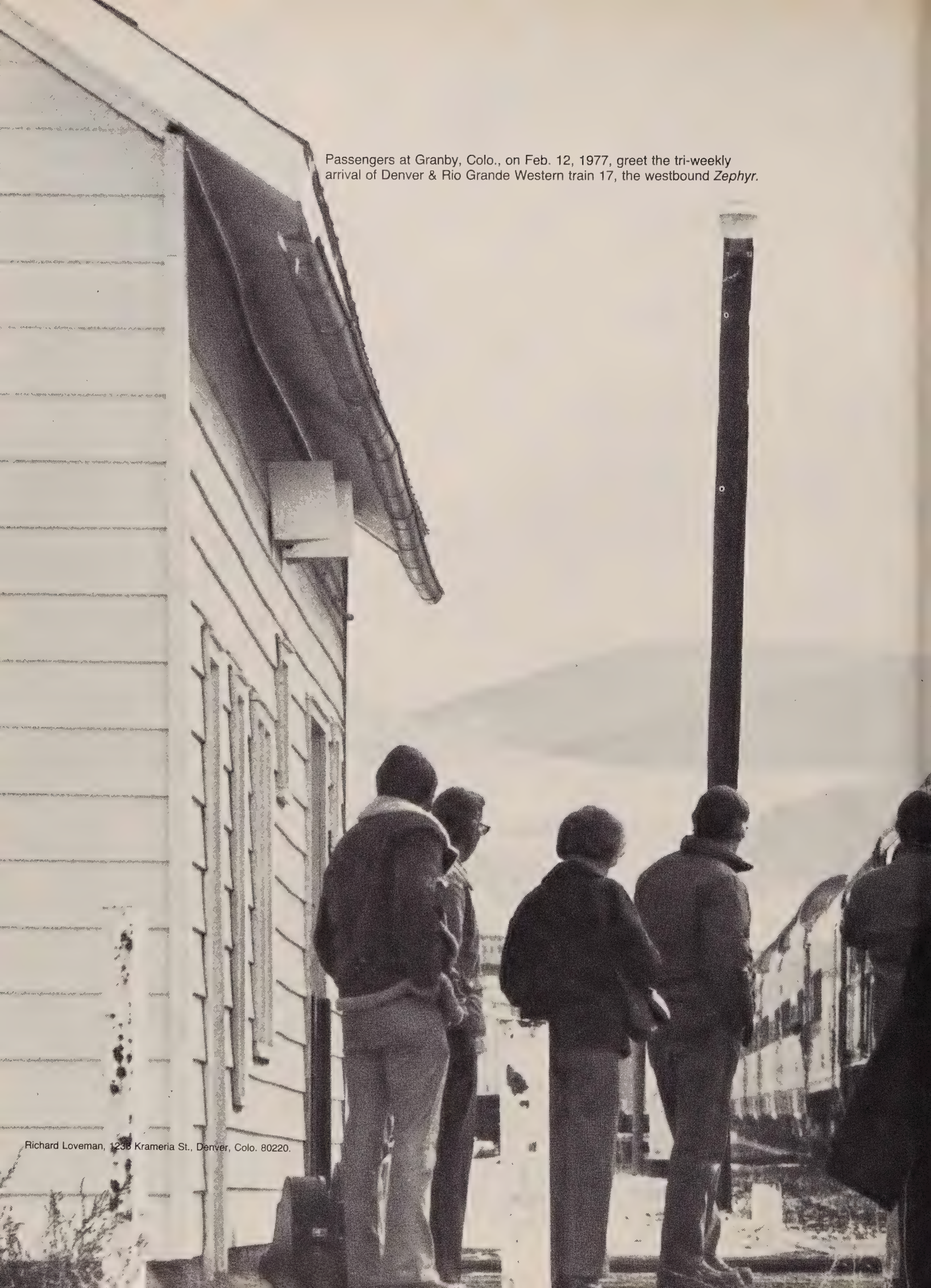
Engineer Bohn, concentrating on his troublesome engine, failed to hear the warning whistles. The bridge was open and the dummy slipped over the ends of the rails and fell with a splintering grinding crash of glass, metal and wood to the rocky shoulder of the Canal 20 feet below, where it was partly submerged.

When Colclough felt the front wheels slip over the ends of the rails, he saved himself by diving into the Canal. Engineer Bohn, 52, was killed. Conductor Haggert was hurt, but not badly. One passenger was killed. The dummy was fished up out of the water, but six years later fire destroyed it in its shed. ●



Harry Meyer, Union Pacific's design engineer in Omaha, demonstrates some of the functions of a scale model, used to train employes, of the line's new Hinkle, Ore., automated switching yard.

Union Pacific Railroad



Passengers at Granby, Colo., on Feb. 12, 1977, greet the tri-weekly arrival of Denver & Rio Grande Western train 17, the westbound *Zephyr.*

Richard Loveman, 1238 Krameria St., Denver, Colo. 80220.

TRACKSIDE in the DIESEL AGE

With Jim Edmonston

AFTER two weekends of chasing the *Chessie Steam Special* through Ohio and Kentucky with camera and recorder, I find writing about diesels rather anti-climactic. There's a stiff, long grade through Glendale, Ohio, about two miles from my home in Cincinnati. Watching that big ex-Reading 4-8-4 lug 15 coaches uphill under an unbelievable cloud of smoke took me back to the early Fifties when such steam shows were commonplace. With her blowing for Sharon Road, the sleepy town of Glendale was jolted awake and the year suddenly seemed like 1952. It was easy to imagine a pair of B&O Big Sixes with a mile of L&N coal under that smoke cloud. This used to happen in that area a dozen times a day! After she passed, I faced reality again, with one thought in mind, "What have we done?"

But diesel-electrics are now the order of the day, and very interesting in their own right, especially when we take time to examine them. So let me comb the cinders out of my hair and get on with it.

TWO JUNE EVENTS I had to miss were the EMD celebration of 100 million diesel horsepower at McCook, Illinois, on the 7th and the Mad River & NKP Railroad Society's trip on the Norfolk & Western at Bellevue, Ohio, on the 23rd. EMD had planned plant tours, a movie, historical exhibits, and a speaker. The Mad River & NKP was celebrating the recent acquisiton of Silver Dome Amtrak 9401, converted from a coach in 1945 by the CB&Q and is the first dome car built in America. The trip was 4 miles from the N&W Bellevue Yards to the museum grounds, and is held annually to kick off the Bellevue Cherry Festival. This was 9401's first (and possibly last) trip.

UP NORTH, E.C. Davis, Box 911, Forsyth, Mont. 59327, reports on Burlington Northern's Yellow stone Division. Mainstays on the coal trains there are six-axle GE's, U-25C's, U-30C's, U-33C's, SD-40's, and SD40-2's have been steadily joining these GE's. Older Geeps are still seen,

Conrail's logo and blue paint are gradually eliminating the grand old names of Pennsylvania Railroad and other once-famous predecessors.

and an A-B-A set of F7's was in Forsyth recently. No yard goats in the area, but Laurel Yard at Billings employs many veteran (EMD, mostly) switchers. Leased Milwaukee units have shown up in Forsyth. These are recognizable with out your even *seeing* them. They have no bells as such but simply a recording of bell sounds played through a loud speaker.

New Locomotive Orders

CP RAIL has ordered 25 new locos valued at more than $18 million from the diesel division of General Motors of Canada Ltd. in London, Ontario. These 3,000-hp SD40-2 models are scheduled for delivery this November and December and next January.

Seventy feet long and weighing 195 tons, the six-axle units will be used in general freight service. They will increase CP Rail's roster to over 1,300 diesel units. Since 1966, CP Rail has acquired 354 of the SD40 model, of which 289 are the SD40-2 with its advanced electronic systems. Each requires 90 man-years to build and the new order provides a total of 2,250 man-years of employment.

UNION PACIFIC has ordered 150 additional locos at a total cost of $104 million to be delivered in 1979. It had already purchased 100 this year.

SOUTHERN PACIFIC is ordering 150 new locomotives, costing about $133 million, 37 units for delivery this year and the rest in 1979. Thirty will go to the Cotton Belt, an SP subsidiary.

Conrail Power Parade

CONRAIL IS TAKING delivery of the first of 217 new diesel units which it is acquiring this year at a cost of $113 million. Conrail has also implemented a $125 million accelerated locomotive repair and rehabilitation program.

"The acquisition, repair and rehabilitation programs," says Edward G. Jordan, Conrail chairman and chief executive officer, "will improve the over-all condition of our locomotive fleet, reduce locomotive-related operating problems, and improve the reliability of our service."

Jordan notes that Conrail has continuing problems with its locomotive fleet. These are due in large part, he says, to the poor condition of the locomotives conveyed by its bankrupt predecessors, plus the effects of two severe winters.

The new units are being used for general freight service. They replace older units which are beyond economic repair. EMD is building 150 of the new locos while General Electric is building the other 67. Of the EMD units, 75 will be 3,000 hp and 75 will be 2,000 hp. All GE units will be 2,250 hp.

Loco rehabilitation involves heavy repairs to 330 and overhauls on 890 units. Most of this work is being done at Conrail facilities in Altoona, Pa., and Collinwood, Ohio.

THE CONRAIL logo and blue paint are slowly obliterating the grand old names of Pennsylvania Railroad and other predecessors, including the not-so-grand Penn Central. Reports coming into me list fewer and fewer "straight PC" units. Although many units with CR logo are still in their old paint schemes, at least they have been stencilled CR.

A very few leasers appear in reports I received recently: Precision National GP-7 1555 was seen in Bergen County, New Jersey, and three Bangor & Aroostook units also were spotted in that state: GP-9's 77 and 79 and GP-38 82. Two different fans spotted 79 on the same day in two different locations.

Conrail has repainted its first FL-9, No. 5015. She now is blue, with white Conrail on nose and yellow lettering on sides, with a yellow logo and numbers at MTA's request. Jerry Rosenfeld says she looks good, not as good as the original New Haven scheme, but better than the recent MTA "yellow bird" look.

AL SHADE reports Conrail activity still heavy in his area (Cleveland) but does not mention any leased units. Still plenty of F-7's showing up. Cleveland Electric Illuminating locos are back at work hauling unit coal trains. The SW-1 8406, which had been based at Stanley Yard, Toledo, and assigned to the old CR&I, has arrived in Cleveland and will be the Collinwood Shop switcher.

Two unhappy developments: (1) the "Conrail goon squad" (company spies with clipboards and cameras, posing as railfans and trying to catch employes "goofing off") is active again and, with the good weather, things could begin to get tough for the train-watcher. Note to Conrail employes: very few fans that I know carry clipboards. (2) Somebody has really screwed up the symbols for Conrail freights, evidently to computerize them. New symbols such as PISF-4, TOPIHB, IHEN-4A, FWP-12X and MYCO-3 are bound to give operators headaches.

On the Upper Peninsula

MIKE CLEARY, Box 179, Quinnesec, Mich. 49876, has much-needed news of Michigan's Upper Peninsula, an area not well reported. The rails abound in first-generation models, including hard-to-find Baldwins. The Chicago & North Western runs ponderous ore trains out of Escanaba, exclusively with the ex-N&W C-628's they bought in 1973. Mixed freights south and east of both Escanaba and Iron Mountain use the C-628's plus a few re-engined Baldwin DRS-66-15m's and GP-30's. These re-engined (with EMD 567's) Baldwins are used as switchers throughout the area, except in Marinette, Wisc., and Menominee, Mich., district, where you find an SW-1 and a GP-7. Two Baldwin models are represented: C&NW's own DRS-66-15m's and some ex-MKT AS-16m's, both with EMD engines. They look like half-Baldwin road switcher, half GP-9 mutants. Very interesting locos.

Milwaukee Road has a bunch of F-units in the Peninsula. The Milwaukee line between Crivitz, Wisc., and Ontonagon, Mich., used three of fourF's and a GP-9 or two on freights. Ore mines are serviced out of Iron Mountain with two units, usually an F and a GP-9.

The Soo Line crosses the Upper Peninsula with two routes. The northern one enters at Ironwood and runs completely across to St. Ignace, where a carferry operation connects with the Detroit & Mackinac and the Michigan Northern. Power on the northern line is F-7, GP-9, GP-30, and GP-35. The southern line is much busier and sees bigger power, with the mix going from F's and Geeps on the locals to SD-40's and U-30C's on through freights. Both northern and southern lines cross at Trout Lake. The southern route extends from Norway to Sault Ste. Marie. This line's division point and major yard is Gladstone, Michigan.

Short lines include the Lake Superior & Ishpeming and the Escanaba & Lake Superior. LS&I runs out of Marquette, Mich., and operates a strange power mix. RSD-12's, ex-ATSF RSD-15 "Alligators," and a lone RS-3 make up the Alcos, while U-23C's and U25C's are the "modern" units from GE. The LS&I is an iron ore road. That RS-3 handles the Marquette-Munising branch.

The Escanaba & Lake Superior is

even more interesting, being still 100 percent Baldwin-powered. E&LS runs 63 miles through Michigan from Wells to Channing, where it connects with the Milwaukee. My last roster (Feb. 1972) shows VO-1000 No. 100, DS44-660 No. 101, and S-8 No. 102, with a note that both 100 and 102 were inoperable, leaving the line with but one operating 660-hp loco! E&LS was forced to buy four more Baldwin from the defunct Calumet & Hecla, getting DS44-1000's numbered 201-203 and S-12 204. Mike Cleary didn't tell me which locos are used these days. Possibly you could find them all at Wells on weekends.

Reports from the East

NOW WE COME TO Craig Bossler, 1240 N. 6th St., Reading, Pa. 19601. Craig was first in with an identification of the LASB reporting marks (June issue). They are the Lackawaxen & Stourbridge, 26 miles of Conrail (ex-EL originally Erie) trackage between Honesdale and Lackawaxen, Pa. The line began operations on 4/1/76 (Conrail's birth) with a Fonda, Johnstown & Gloversville Alco, S-2 20. This was replaced in about October with an ex-Reading RS-3, No. 465, acquired from dealer George Silcott and painted black, with silver frame stripe and trucks. Craig is the lucky owner of an October '77 *Equipment Register,* which helps immensely when he is trying to identify reporting marks. The page he copied on the LASB shows ownership of 240 boxcars, all of which I assume are ex-Penn Central.

HERE ARE a few reporting marks identified since our previous issue: ERES is Erie Western, the State of Indiana-owned ex-EL main across Northern Indiana; and GJ is the Greenwich & Johnsonville; LVRC the newly-named Lamoille Valley of Vermont; ALM is the Arkansas & Louisiana Missouri; TOC is Toledo & Ohio Central, an oldtime road taken over by New York Central but its name is still used on cars, as the TOC credit is still good (seen most on hopper cars, some boxcars); and FJG is of course, the Fonda, Johnstown & Gloversville. A stumper: what is MDDE?

JOHN HARRIS, R.R.6, Box 145, Frankfort, Ind. 46041, photographed an unusual sight: a Union Pacific U-50C, No. 5039, in Conrail's Avon Yard at Indianapolis. The unit was loaned to FMC as generator during coal strike. What a monster to get on a pool train! John says she's the largest diesel he ever saw, except possibly PRRA's Baldwin Centipedes in 1954 They were two-unit combinations).

John also visited New Orleans and snapped some MoPac GP-15-1's there, 1605 and 1606, and Southern Pacific MP-15AC No. 2713. Other SP MP-15AC's seen there were 2704, 2706, 2700, 2705, and 2710. John couldn't identify them from an old *Diesel Spotter's Guide,* as these models came out quite recently, long after the *DSG* was published. Even the *Second Diesel Spotter's Guide* is older than these. John is one of the very few fans I know who likes Penn Central black diesels.

A NEW SHORTLINE-and industrial type locomotive, the "Porter/Secmafer," is being offered by the RMC Division of Portec Inc. This is a hydrostatic job manufactured by the French firm of Secmafer SA. She features a high-efficiency, non-slip transmission with no drive shafts, and is rated at 92 percent efficiency, even at high torque and slow speeds. The loco is available in either single or double-cab configuration, and in a horsepower range from 180 up to 2400! For more info, write RMC Division of Portec, Inc., Box 1888, Pittsburgh, Pa. 15230.

I LEARN FROM George M. Danchisen, Box 246, Marblehead, Ohio 43440, that Standard Slag Co., which took over the old Lakeside & Marblehead RR, had its section car out the other day and she threw a rod, but will be repaired. The SW-8 batteries are dead from disuse; new batteries are coming from Cleveland. Reportedly, Standard slag has a sizeable order for stone ballast from a large road.

While eastbound freight takes on water, section men clear the snow on CP Rail's mainline through the Rockies to prepare for *The Canadian.*

W.R. Hooper, Box 1662, Golden, B.C., Canada

Many Southern Pacific units are still running in Ohio on the B&O. Two SD-45's and an SD-45T-2 were spotted recently on westbounds. Chesepeake & Ohio's expected closing of the Cheviot Hill and yards there is still hanging fire. Amtrak's *Cardinal* has not as yet been re-routed.

JOHN MROZEK, 1140 Locust Ave., Washington, Pa. 15301 has been seeing quite a few Western Maryland F-7's on the B&O's Pittsburgh-Wheeling line, which runs through his home town. He also spotted two of the new Chesapeake & Ohio B-30-7's of the 8235-8244 group. These new models with flaring radiators can easily be mistaken for older U-33 and U-36's.

Photograph by R. Schmeling

Union Pacific SD40-2 No. 3131 with plow pilot option leads a four-unit BN-UP freight out of Lincoln, Neb.

The West and Southwest

CHRIS SKOW, P.O. Box 312, Portola, Calif. 96122, sent me two fine slides of Western Pacific's refurbished F-7A's. No. 913 is back in the old original silver/orange/black, with the square WP herald on her nose. Others are now green with orange stripes. Units work out of Stockton, Calif.

JOHN COX, 3011 31st Street West, Seattle, Wash. 98199, reports that Amtrak has added another fuel tender, No. 400, made from a surplus E-8A. This car is simply an E-8A with no mechanical gear at all. Six large fuel tanks fill the engine room. Externally, though, she's an E-8A complete with stacks, grills, fan cowlings, even air-horns. She operates between two F40PH units and can be seen on the *North Coast Hiawatha* and *Empire Builder*.

WILLIAM T. MORGAN of Antarctic fame, P.O. Box 6469, Oxnard, Calif. 93031 sends in another interesting trip report. That photographer guy and weather expert gets around and knows how to report what he sees. At the U.S. Gypsum Plant in Plaster City, Calif., Bill found a rare Porter narrow-gage C-C 75-tonner. Built in 1947, she has a Cooper-Bessemer FWL-6T rated at 600 hp. Also there were two narrow-guage GE 54-tonners built in 1956.

An eastbound Santa Fe freight at Needles, Calif., had seven units in the lead. On flatcars at the rear of the train were two steam locos and several freight cars lettered Oregon, Pacific & Eastern. Rolling on their own wheels ahead of the flats were a dozen OPE passenger coaches. The ATSF agent said the whole string was bound for Galveston, Texas. Anybody in Galveston know their final destination? At Barstow later in the day came a coal train with nine of ATSF's SD-26's (upgraded SD24's). Five units were in the lead, four spliced mid-train with radio control car 17.

For the best transportation buy I've heard of, try the Tucson, Cornelia & Gila Bend mixed train. Bill rode this train from Ajo, Ariz., to Gila Bend and back—86 miles for $1.94! Passengers ride a 1944 caboose; power is NW-2 53. Bill says its a hot, dusty trip over 70-lb iron at 20 mph, but lots of fun! Bring your own food and drink and a spirit of adventure.

At Ajo he watched the Phelps-Dodge Copper Company's remote-controlled locos, which range in size from 4-wheelers through EMD switchers to GP-9's. The engineer controls the loco from a power pack worn on a shoulder harness. Usually he is in the cab, at other times walking on the ground. Bill says it is rather unnerving to see a loco and train rolling down a street with nobody aboard, come to a stop, and move on again, seemingly by magic. Unless you spot the engineer standing nearby, it would seem a bit wierd. Phelps-Dodge is famous among us diesel fans for ordering the first chopped-nose Geep.

On May 7th Bill Morgan saw ATSF's new GP-40X's 3802, 3803, and 3804 at Seligman, Ariz., on a westbound, possibly on their first revenue run. At Putnam, Ariz, he got a cab ride in San Manuel Arizona Railroad's GP38-2 No. 17. At McNary he spotted a Southwest Forest Industries 6-wheeled Whitcomb switcher. That boy really kept his eyes open. Next thing we know, he'll be written up as an *Interesting Railfan,* maybe a next month.

Then, venturing into Mexicali, Mexico he explored the almost legendary Sonora-Baja California Railroad, the line which operated the last EMD FT's on earth. Bill didn't mention the FT's, which I assume are gone, but he did see GP-40-2, GP-35, and GP-18's, and one "covered wagon," FP-7 2102, which was switching. Now, shunting is not easy with an FP-7. Later, back across the border in Calexico, Calif., our hero watched the 2102 deliver cars to the Southern Pacific, and then the loco returned to Mexico with a string of cars running back ward—a very unusual way to operate an F unit, I must say.

INTERESTING RAILFAN Ted Wurm, 122 Monte Vista Ave., Oakland, Calif., 94611, visited the Alameda Belt Line in his state and found only one active loco left: Alco 1000-hp S-2 No. 105, which had come from the sister operation, Oakland Terminal. The ABL D-4, another Alco S-2, is just a shell with no trucks, undergear, fuel tanks, or prime mover. She sits high up on blocks, looking as though a soft breeze would blow her over.

Down Texas Way

THE SANTA FE at Amarillo is still using Alco S-4 No. 1520. A real Alco bonanza is the Lone Star Steel Co. and its common-carrier railroad, the Texas & Northern. Their policy is not good toward railfans—you can watch operations only from an adjacent highway. This steel company buys whatever Alcos it can and uses the best parts of them in its own service, just as Armco Steel of Middletown, Ohio, did with all the Lima switchers it could find.

TEXAS UTILITIES at Mount Pleasant uses electric power on unit coal trains, E-25B's numbered 2304-2306 and 3301-02. Also in use is a U-23B, 103.

CHARLES HUNTER, 1701 Bluebonnett St., Denison 75020, has more news of the Southwest. He spotted SLSF SD-45 No. 926 wrecked in Springfield, Mo., on March 21, in company with GP-7's 500 and 620. Repowered Baldwin VO-1000's numbered 201, 203, and 204 also work Springfield. Pool power off the Union Pacific seen there consisted of U-30C's 2842 and 2846. In Webb City, Mo., Missouri Pacific had GP-15-1 No. 1572. Southern Pacific freights in Texas are using the locos of Eastern roads in exchange for SP units.

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240

Illinois Central Gulf SD40A No. 6023, shown in Fulton, Ky., is typical of the 18 special extended-range units (6006-6023). It is 71′, 8″ in length, some six feet longer than the standard SD40, allowing 5000-gallon fuel tank or extra 1000 gallons.

On the Katy at Denison was repowered RS-3 No. 143, also C&NW pool power 972 and 867. MKT uses upgraded (to 1200 hp) NW-2 No. 7 at McAlester, Oklahoma. Three locos not on MKT's roster (although owned by them) are operated by the W.J. Smith Wood Preserving Co. at Denison. These are GE 25-ton, 150-hp No. 400, the 15-ton 50-hp Whitcomb gas-mechanical 1655, and the 16-ton, 110-hp Whitcomb gas-mech. 1656. Both Whitcombs are narrow gage.

ALTHOUGH R.J. ("Mainline Mac") McKay, a Santa Fe brakeman, P.O. Box 623, Little River 76554, is no fan of the Santa Fe's CF-7 rebuilds, liked the article on them in the April issue. He says the ATSF's Southern Division has always been the "junkyard" of the system, and with Cleburne Shops officially designated as headquarters for non-turbocharged EMD units, Mac figures the CF-7's and older Geeps will be in Texas a good while. He does say that the 2649, the first CF-7 and only unit with dynamic brake fan and blister, had inoperative dynamics the last time he was aboard. It's quite possible that the brake was never hooked up electrically. Cleburne Shops are now at work on the GP-9 conversions. These units are getting chopped noses, upgraded electrical systems, 26L brakes, and AAR control stands. Mac says the finished units are first class jobs.

MICHAEL A. BEENE, 5113 North Mesa, B-213 El Paso 79912 figures that "CF-7" stands for "Cleburne F" as "SSB" stands for "Switcher, San Bernardino" in the case of ATSF's rebuilt SSB-1200's. This is logical, even for Santa Fe. Mike says there seems to be no standard for window placement on the CF-7 cabs. All the ones he has seen are different. Anybody else notice this? Santa Fe's new SD40-2's have arrived (5020-5057) in El Paso; half of them are the extended-nose "Snoots" equipped with Radio Control Transmitters. The SP's GP-40X's and the new GE B-30-7's (7800-7823) also have been seen. Missouri Pacific has been running GP-15-1's in the El Paso area recently.

Also Down South

GARY D. WOOLS, 932 Hollingsworth Rd., Lakeland, Fla. 33801, says the Family Lines paint scheme adds interest to train-watching in his area. Both new locos (SD40-2's and repainted older units (GP-40, C-630, SW-9 181) are showing off the new colors. New B-307's in both Seaboard Coast Line and L&N sublettering appeared. All ten of the Piedmont & Northern RS-3's, which had been stored dead in Tampa, are now gone.

Nos. 1253 and 1259 were spotted dead-in-train through Lakeland. A real surprise through Gary's home city was a live 2-6-2, running under its own power to Tampa (possibly for the Trilby, San Antonio & Cypress road near there). Those P&N RS-3's, by the way, are supposed to be going to GE in Erie as trade-ins on B-23-7's numbered 5100-5114. Gary also reports seeing Southern Pacific 8662 and 8998 (U33C and SD-45 respectively).

JOE OSBORNE, Rte. 4, Box 730, Gaffney, S.C. 29340, confirms many reports of both SP and Frisco power running on SCL. Recently he caught sight of SCL 292 eastbound out of Bostic for Hamlet with SD45-T2 Nos. 9234 and 9248 and Frisco SD-45 932. Then, Second 289 arrived from Hamlet behind Southern Pacific SD-45 T-2 No. 9257 and SD-45's 8802 and 8959. As usual, SP power is all over the place.

BILL CAYWOOD, 617 Pasadena Dr., Lexington, Ky. 40503, spotted two ex-Central of Georgia (Southern) SD-9's, the 203 and 204, repainted and relettered for the Algers, Winslow & Western. They were in Danville, Ky., yard awaiting movement west to their new home. The AW&W is jointly owned by the Southern and the Big Ben Coal Co. This mining line operates at Coe, Ind. (north of Booneville), and was all-Alco until the SD-9's arrived, using S-4's RS-1's, and slugs. The new EMD's are grey, black, and red with gold trim and a square nose herald, and white safety stripes on pilots. No footboards. Road name is spelled out along the very top of the hood.

THE SOUTHERN, as has been reported, is getting rid of its SD-24's slowly but surely. Four of them (6345J, 6341H, 6329T, and 6346F) have been sold to the Southeast Coal Co. of Ravenna, Ky., on the Louisville & Nashville. The four units were transferred to the L&N at Lexington, Ky., on June 6th and went east to Ravenna that day. So says Bill Caywood of Lexington, Ky.

Canada Heard Fron

MORE ALCOS are being disposed of by CP Rail: switchers 6587, 6613, and FA's 4404 and 4468, and soon will go RS-2's 8426, 8429, 8431, 8437, and 8447, plus RS-10's 8464, 8482, 8562, 8573, 8574, and 8585. Seventy-two S-2's remain in service. RS-10 numbered 8577, which had a plow pilot for years, has lost her plow and now sports regular footboards and pilot.

CP apparently has the unit fertilizer train record for distance, with moves from Medicine Hat, Alta., to Maumee, Ohio, over CP, Soo, Belt Ry, of Chicago, and Norfolk & Western. The Vermont Northern 202 is currently at CP's Alyth Shops waiting customer clearance. With the new VIA service (Canadian version of Amtrak), CP is selling off passenger equipment and planning to scrap all but five of its horse palace cars (used mostly for racetracks). VIA will find problems in trying to mate CP and Canadian National units. They are incompatible in many small ways, such as radio differ-

ences, fuel adapters, water, toilets, walkway chains, etc. Canadian National units with icebreakers will not fit into Central Station, ditto those with winterization hatches. CP has ordered more (25) SD-40-2's from GMDD of London, Ont., making this model the most numerous on the system when counting the older SD-40's (354 total, 289 are SD40-2).

Canadian National has donated NW-2 No. 7944 built in 1946, to the Alberta Pioneer Railway Assn. in Edmonton, Alta., along with caboose 79123. British Columbia Ry. apparently leased three CN 3200's for summer.

UNITED GRAIN GROWERS SW-1 No. 1 is ex-Simplot Chemical of Brandon 353 and was originally Lackawanna one-spot. The Adirondack RR., operating over the old New York Central's Saranac Lake branch from Harmon, N.Y., to Lake Placid will reportedly use for power Florida East Coast 4-6-2 No. 148, DL&W 2-6-0 365, and Canadian National 2-8-2 No. 3254. The last named is due for overhaul at the Reading Shops in Reading, Pa.

W.A. RODGER, Division 105, L-1203, 1600 Beach Ave., Vancouver, B.C. Canada, V6C 1Y6, is compiling a

Southern Ry. No. 3229, a high-nosed SD40-2, heads SD40 No. 3199 and SD40-2 No. 3232, leading 89 cars through Gaffney, S.C.

book of anecdotes and short tales from enginemen who worked in the old steam days. He'd like to hear from anybody with a story to contribute, be it Canadian, U.S., or Mexican.

The Story of the SD-40

ONE OF THE MOST popular heavy-duty locomotive rolling today is the EMD SD-40, the six-axle

Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

version of the GP-40. The big units (65 '10" on SD-40, 68 '10" on SD40-2) are rated at 3000 hp, churned out by a 16-cylindered 645E3 prime mover, turbocharged. The six traction motors and huge fuel tank make this engine most suitable for the heaviest and longest mainline runs. SD-40 production started on Jan 1, 1966, and basically consisted of a GP-40 superstructure on an SD-45 frame, making large "porches" at either end of the unit. This feature, plus the three large fans at the rear top of the long hood, serves to distinguish the unit from the similar SD-35. The EMD standard styling with chop nose, rectangular turbo stack, bulge on side of hood behind cab, "torpedo tube" dynamic brake blister, and rectangular grillwork at the radiator intakes are familiar EMD trademarks. There are high-nosed SD-40's on Southern and Norfolk & Western. SD-40 production ran from Jan. '66 to mid-summer 1972, overlapping the early 1972 appearance of the "dash-2" line, which produced the SD-40-2, electrically upgraded with modular circuits and other internal improvements. "Straight" SD-40's were very popular, with 883 units sold in the US, 330 in Canada and 62 in Mexico.

There are variations of the SD-40 just as there are with the GP-40. The first SD-40's were test beds for the 645 prime mover. They differ from later production SD-40's and could be called "SD-40X" as experimentals. No. 434 was the first, an SD-40 but on an SD-35 underframe, which did away with the front and rear "porches". The 434 demonstrated in EMD orange and white, then ATSF blue and yellow, finally was sold to GM&O as No. 950.

Next to come were 434A through 434F, six units which had SD-35 frames but V-shaped flaring radiators such as those on the SD-45. Finally, in 1965, units 434G and 434H took to the rails, looking like production-run SD-40's, except that they still had the short underframe. Radiator grills were flat again. The eight units, 434A through H, were sold to the Union Pacific.

The passenger version of the SD-40, built 1966-1970, is similar to the SDP-35 except for the triple large roof fans over the radiator. The same extended rear hood and flat end as the SDP-35 grace the SDP-40. Only 20 of these were built, and you must do some travelling to see them, as six went to the Great Northern (now BN) and 14 to the National of Mexico.

Illinois Central didn't need a passenger loco but wanted those huge fuel tanks, so EMD put SD-40's 6006 .6023 on an SDP-40 underframe, making them the longest SD-40's anywhere and unofficially calling them SD-40A. Another innovation on IC's engines was the oval water sight-glass (water level) set on the hood side ahead of the rear truck. This was later made a feature of the "DASH-2" line.

The improved Dash-2 line, introduced in 1972, produced a few spotting features. The SD40-2's have the new EMD HTC high-adhesion truck with dampening strut on the center axle, have frames that are three feet longer, hoods are 18" longer, and the standard Dash-2 features such as water-level glass, cab roof overhang and bolted-on battery box covers.

Variations on the SD40-2 include the "tunnel motor" version, the SD40T-2, which Southern Pacific ordered with air intakes at frame level for cooler running in tunnels and snowsheds. Both SP and D&RGW have these. Another variation is the extended short hood SD40-2, in which the low nose is lengthened to accommodate radio transmitters for remote-control operation. These locos have been given the railfan nickname "Snoots." Western roads have bought them thus far are ATSF, BN, Rio Grande, SP, and UP.

Possibly the biggest single buyer of the SD-40 and SD40-2 is CP Rail, which has a combined total of 354 and uses them in all mainline freight service. Canadian National is likewise a heavy SD-40 buyer. In fact, these engines can be found on nearly every high-density, long-mileage North American railroad.

Late News Notes

A RAILWAY SAFETY glazing task force has been formed by PPG Industries of Pittsburgh, Pa., to direct the marketing of impact-resistant windshields and windows for locomotive cabs and cabooses. Ray G. Joiner, a company official, says: "This force will address safety problems for railroad employes placed in jeopardy from objects shot or thrown at windows by vandals."

BRITISH RAIL'S first-generation-diesel D1023, the *Western Fusilier,* has made its last run—to the railway museum at York in England.

CONTINUE SENDING diesel news and send diesel books for review to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

Fiona Gordon relaxes near depot in Palma de Mallorca waiting for electric train.
Photograph by William T. Morgan

STEVE MAGUIRE'S

TRANSIT TOPICS

IN RECENT MONTHS we have devoted much space to the plight of our nation's last surviving interurban, the Chicago, South Shore & South Bend. However, North America has another interurban, but you don't read about it because international politics imposed a news blackout on Cuba for more than 15 years. That line was previously known as the Hershey Cuban Railroad, the first word referring to the "chocolate king" who used the island carrier to haul sugar for his plant at Hershey, Pa. It runs 56 miles between Havana and Matanzas, with several branch lines. Lacking access to the now-Communist island, we and many readers wondered how the Latin American interurban line was faring.

Traction fan Earl Clark of Cincinnati finally made it to Cuba some weeks ago. He went with a tour, spent several days at Havana, and rode the line, now called the *Ferrocarriles de Cuba, Sistema Oeste*. We're glad to report this electric line is still operating as a high-speed interurban and some of its old Brill cars have been replaced by bigger, electrified, steam-railway-type coaches. The only original passenger cars left are the 150 series (now 3000 series) Brill arch-roofed cars. The 1922 GE electric locomotives remain in service, along with a few newer locos.

Passenger traffic has increased, says Earl. There are now six mainline round trips a day. On local runs, service is more frequent and high-capacity electrified coaches have replaced the old Cincinnati-built steel equipment. Earl Clark is best known for his almost incredible task of listing presumably all traction lines still operating in the entire world! First issue came out in 1959, followed by a revision in 1971. We don't know if any copies are available today. Price was $3.50. Contact the author at 2958 Westridge, Cincinnati, Ohio 45238.

New York Subways

REGARDING your item about Chelsea High School youths vandalizing a New York subway train, I was the sergeant who handled and supervised the police in this incident. It occurred a little over two years ago. We removed about 643 Chelsea students from the train involved and arrested three Chelsea students for malicious mischief. The fourth arrest, for molesting a female passenger, was not a high school student but, if memory serves me right, a fellow about 20 years old. By the way, the judge dismissed the charges against him (darkened car, reasonable doubt?), despite the victim's positive identification. I would say that nearly all Chelsea students were good, but a few made the many look bad.—Morton Diamond, Sgt., N.Y.C. Transit Police Dept.

NEW YORK'S first permanent subway line was opened Oct. 27, 1904, when an 8-car train ran from City Hall station to Broadway and 145th Street. Now, almost 74 years later, that line has been designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers, a 75,000-member organization now celebrating its 125th anniversary. The American Society of Mechanical Engineers joined the civil engineers in designating the subway system a landmark.

Some engineering features of historical significance found on the subway included the use of cut-and-cover digging techniques, steel bent construction, rock tunneling, underwater tunnels by shield and sunken tubes, elevated steel railway structures, and relocation of utilities—all leading to the advancement of construction techniques.

Today, New York City's system has nearly 240 route-miles of rapid transit located in four boroughs, also 461 stations, and a fleet of about 7,000 cars serving some 3.7 million passengers daily.

Worked 75-Hour Week

WE REPORTED the accident in which a Massachusetts Bay Transportation Area Light Rail Vehicle ran into the rear end of a PCC car it was following in the Boston subway last January. This may have been due in part to exhaustion of the LRV motorman who had been on the job for 25 hours straight, we learn from Robert W. Emerson, P.O. Box 1078, Orleans, Mass. 02653. Twenty-one persons, including motorman McSweeney, were injured and an estimated $70,000 damage resulted.

After the accident, according to MBTA, the brakes were found to be working properly. Its report said McSweeney had been on duty an average of 75 hours a week during 1977. MBTA chairman Robert R. Kiley criticized the practice of allowing employes to put in such long hours.

"At any age," he said, "a 75-hour week has to be considered a gruelling pace. This record causes me serious concern for the health of a dedicated 61-year-old employe, his family, and his passengers. The system that was never intended to develop encourages a double-incentive: overtime income now, more pension income in the future. . . ."

BOSTON'S Harvard Square—already famous for automobile, bus, and pedestrian congestion—may become more so when construction to extend the MBTA Red Line through Cambridge gets underway later this year, Thomas Watterson writes in *The Christian Science Monitor*. In November, construction on a new Harvard Square station for the MBTA rapid transit line is scheduled to begin.

The new station is part of a $130 million Red Line extension project that is expected to be completed as far as Alewife, near the Cambridge-Arlington line, by 1982. The old Harvard Square kiosk, which last January won listing on the National Register of Historic Places, will be kept in its present spot and will be the new location for the Out-of-Town Newsstand.

Other Eastern News

PLANS FOR EXTENDING the Port Authority's Trans-Hudson transit line westward for 15 miles from Newark, N.J., to Plainfield along the right-of-way of the former Jersey Central Railroad have been dropped by New Jersey Governor Byrne. The project had not been well supported, even in the area to be served. Objections came from residents west of Plainfield, an area which would have lost existing passenger service. Further more, the electrification was to have cost far more than a simple upgrading of the present

(Top left) U.S. Air Force Capt. Tom Jacobson aims trolley pole for wire before car takes off on trip on Orange Empire Ry. Museum. (Top right) Unidentified gal on Dallas-Ft. Worth Airport line.

mainline passenger service.

The final blow came last year when the U.S. Supreme Court ruled in a bondholders' suit that the Port Authority could not use its revenues to subsidize rail transportation. Governor Byrne now proposes that a $600 million appropriation improve rail and bus operation in the state to include upgrading the present passenger service on the former CNJ main stem. We hope UMTA will give $480 million in Federal funds, with the Port Authority paying $120 million for bus improvements only. This would not violate the Supreme Court decision.

PITTSBURGH'S Port Authority now wants a downtown subway, under either Fifth or Sixth Avenue, for routing its soon-to-be-ordered light rail vehicles, according to a Pittsburgh *Post-Gazette* clipping sent to us by Donald K. Slick, Oil City, Pa. The light rail trolleys will travel the old Skybus corridor through the South Hills and enter the downtown area through Mount Washington trolley tunnel and the Panhandle Railroad bridge across the Monongahela River. Up to now, plans called for sending the trolleys across existing Penn Central lines to the PC station in a one-stop operation.

Engineering studies show underground construction will not be significantly more expensive than the above-surface alternatives. In the same report, PAT indicated the urgency of agreement on the LRT system by citing the rapid deterioration of its present fleet of 95 trolley cars, built between 1946 and 1948.

Overseas Electric Lines

A FRENCH GOVERNMENT consortium headed by the *Societe Generale de Techniques* has a contract to build the new rapid transit trains for the Metro now under construction at Caracas, Venezuela. Its bid of $249 million for 242 air-conditioned aluminum cars won over groups from the U.S., Japan, Germany, Canada and Great Britain. Included in the bids are signal and train control systems, electrification plants, and 4500 tons of steel rail. The first part of the Caracas subway will be a 14-mile route costing about $1.5 billion, followed by 27 miles of other lines through the congested capital of 3 million people.

AT HONG KONG, a new subway is being built by the Mass Transit Railway Corp. Its first portion will link Hong Kong island with the New Territories via a tunnel under the harbor, scheduled for opening late next year. Unlike publicly-owned urban transit concerns in many other countries, MTRC is intended to be a profit-making body whose shareholders will ultimately include the general public. The secret of its profitability, according to chairman Norman Thompson, will be the relative shortness of the railway network and the extremely high density of traffic.

In the mid-1980s, after completion of its second phase, the mass transit system is likely to carry an estimated 18 million people per day, or about 40 percent of the population of Hong Kong and the New Territories. The London underground system carries an average daily passenger load of 1.5 million people on a vastly longer network.

(roughly 15 times the length of the Hong Kong system).

Mr. Thompson explains that the latter's shortness and high density reflects the extremely high density (and relative lack of suburbs) of Hong Kong itself. The New Territories' terminus of the MTR system at Tseun Wan will serve a new industrial town whose population is currently around 600,000 but which could grow by half as much again. Trains are expected to run with a full capacity of 48 people seated and 330 standing on each coach of a six-coach train, giving a total load per train of over 2,250 passengers.

Equipment for the new line is being built by Metro Cammel, a British firm. Originally 140 cars were ordered. Anticipated increases in ridership have added 70 more cars to the order.

WELLINGTON CITY CORP. in New Zealand is replacing the old 1902-built cable cars on its Kelburn incline line with new steel equipment being built in Switzerland by Habegger AG of Thun, writes R.T. Grigg, 15 Sunbrae Drive, Silverstream, Upper Hutt, N.Z. Although Wellington saw the last of its trolleys in 1964, it kept the old cable line (which, as we recall, has a curve at one point). For $1 million it will get more modern cars and track and the winding mechanism will be rehabilitated. Each new car will carry 100 passengers, 36 seated and 64 standing. Of typical Swiss design, they will not have the open side-seating that was popular on the old wooden cars but no longer permitted in New Zealand. The drivers will sit in front of each car rather than at the interior grip.

The Wellington area has an operating tramway museum, a mile-long line located in Queen Elizabeth Park at suburban Paekakariki. Its address is Wellington Tramway Museum, P.O. Box 2612, Wellington, N.Z. New Zealand also has the Tramway Historical Society at Christchurch and the Western Springs Tramway near Auckland.

NEPAL, a kingdom on the northern border of India, did not have any trolley lines; but now, according to Maj. Dennis A. Cavagnaro, currently on overseas duty, an 8-mile trolleybus line is running from its capital, Katmandu, to suburban Bhaktapur. This line was built with economic and technical aid from China, which funded most of its $3.6 million cost. There are 22 trolley buses, all made in China.

LYONS became France's third city to have a subway system when a five-mile line was opened there last April 28th. The 15-station route, which took five years to build and cost $286 million, links the city's main railroad station with new housing developments in its eastern suburbs. Paris and the Mediterranean port of Marseilles also have subways.

New Traction Publications

A *Treatise Upon Cable or Rope Traction,* by J. Bucknall Smith, 220 pages, 6x9″, with hard covers, is a reprint of a book published 90 years ago in Britain, compiled from articles written by the author for the British trade paper *Engineering.* These explain in detail the construction and progress of cable railways, with drawings and sketches made at the height of the cable era and only a few months before Frank Sprague's success with the trolleys at Richmond, Va. Smith covers thoroughly the invention of the cable car and its technology.

In 1947 George W. Hilton, later to become a co-author of *The Rise and Decline of the Interurban in America,* found a copy of the original book in the bookstore then operated in Chicago by the late Owen Davies, *Interesting Railfan.* Some years later Hilton, a professor of Economics at UCLA, went to England where he researched the biography of the author, J. Bucknall Smith. The newly reprinted *Treatise,* besides being a fine reproduction of the original work, includes the Smith biography and 50 footnotes. It may be had for $14.50 from Owlick Press, Box 8243, Philadelphia, Pa. 19101.

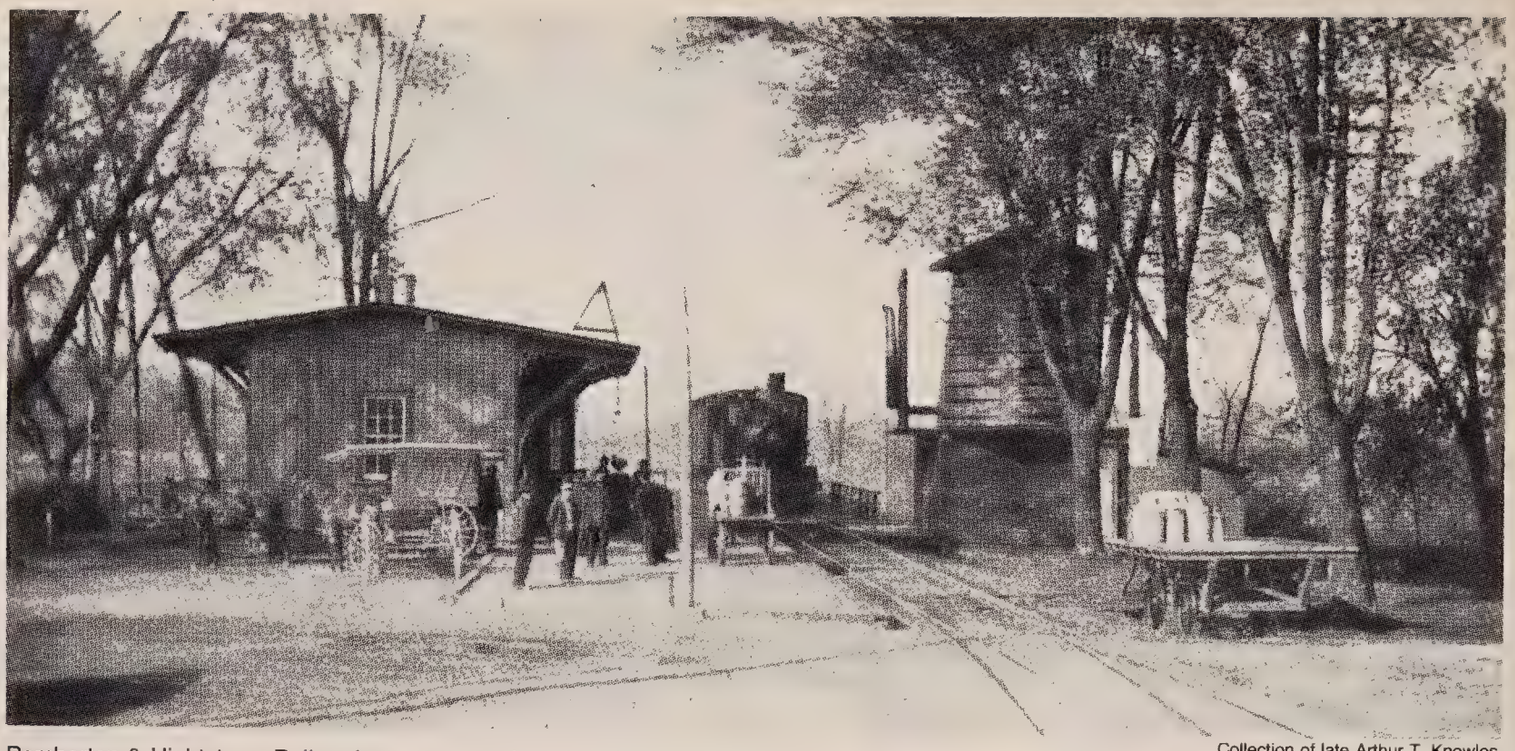
Traction on The Grand, by John Mills, 96 pages 8½x11″, with hard covers; $9.95 from Railfare Enterprises, Box 1434, Station B, Montreal, Canada H3B 3L2.

This is a historical coverage of all streetcar and interurban lines in the Grand River Valley of Southern Ontario. Included are the Grand River Railway and the Grand Valley Railway (a parallel line whose abandonment was due to construction of the Grand River line). Also the Lake Erie & Northern, Brantford Municipal Ry., Kitchener & Waterloo Rys., Guelph Radial Ry., and the isolated and relatively unknown Woodstock, Thames Valley & Ingersoll, plus the history of Preston Car & Coach Co. that built most of the cars used on these lines. There are 130 photographs, maps, and rosters. Anyone interested in Canadian traction should enjoy this book.

Ithaca-Auburn Short Line, by Richard F. Palmer, 36 pages 8½x11″, soft cover and stapled binding; $4.25 from Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320.

If you've never heard of the line that is the subject of this book, don't be surprised. Probably very few of our readers are aware of a steam and traction line that at different times was known also as the New York, Auburn & Lansing or the Central New York Southern. Built originally in 1907 as a steam road, between Ithaca and Auburn, N.Y., it paralleled Cayuga Lake for its entire distance. These were the days of "interurban fever," so the logic of the time led to electrification of the southernmost 7 miles through hilly country into Ithaca. The Ithaca Traction Co. trolleys were leased to make connections with steam trains at South Lansing. One mistake was to buy two McKeen motor cars for passenger service. Both were notoriously underpowered. They could not make the southern hills where they had been expected to replace the trolleys, and with only one pair of powered wheels were practically useless in snow. After a few years the steam engines came back. Along with the trolleys, they ran until the end in 1923. The book has maps, photos, and timetables. If you enjoy oddball operations, you'll like this one.

SEND transit news and transit books for review to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719.



Pemberton & Hightstown Railroad passenger train arrives in New Egypt, N.J., in late 1880s.

Collection of late Arthur T. Knowles

HOBBY CLUB

Conducted by Sy Reich

ONE OF THE BEST hunks of news in a long time was the recent move by the board of directors, Pacific Southwest Railway Museum Assn., Inc., at San Diego, Calif., setting up a Railfan Patrol anti-vandal effort headed by their own Ed Smith. The Santa Fe's chief special agent for the Coast Lines is interested in the patrol and will be consulted on how the participating railfans can best cooperate with the ATSF in protecting railway property from theft and vandalism.

Ed devised his own funding scheme, for which he has already raised more than 150 bucks. He has printed a list of railroad radio frequencies, including road, yard, and radio telephone facilities for all California roads, as well as most of the nation's other major lines. The list covers 55 different roads for all you scanner buffs and is available for a buck sent to Ed Smith, P.O. Box 2141, El Cajon, Calif. 92021. It's tax deductible and a *must* for any hobbyist with a radio scanner.

Most railfans are well aware of the damage, loss, derailments, injuries, and deaths caused by vandals. An informal patrol by train-watchers could add hundreds, even thousands, of eyes to aid railroad cops in apprehending them. The patrol costs next to nothing and its potential benefits to railfans and railroaders alike are so great that PSRMA is proud to sponsor this activity. Methinks it should be a project of many other clubs, as well.

This past May, Boston & Maine police, aided by local cops, arrested two bums for throwing a "missile" through the front window of a locomotive, injuring the engineer. Now think of the way other courts have been handling the "poor rock-thrower." The judge in this case ordered each to pay $500 to the railroad for damages to the locomotive. In another incident, a guy arrested for breaking and entering a boxcar was fined $100, plus $50 court fees, and assigned to a 50-hour work program.

In Massachusetts, there is a $100 fine for throwing anything at a train. A citizen's arrest can be made and the perpetrator taken directly to the police. Endangering the safety of persons on a train is punishable by $1000 fine, 20 years in state prison, or both. Anyone who obstructs or damages a train or injures a passenger or railroad employee is required by law to pay the railroad company three times the amount of damage.

This is an election year. Write to your Congressman for a Federal law on the books. Those running for state office will also have their ears open for what you say. Tell them to pass a bill holding parents responsible for such conduct by minors.

THIS YEAR'S annual convention of the National Railway Historical Society, hosted by the Pacific Northwest Chapter, will have been in the history books for three weeks when the annual Mid-Rail '78 is held. Central Region NRHS veep Jerry Hilton says in Al Vaughn's interesting newsletter that Northwoods Chapter will sponsor the 1978 get-together at Green Bay, Wisconsin. It has been tentatively set for September 29 and 30, with plans to visit the C&NW and Green Bay & Western locomotive facilities, the National Railroad Museum, and maybe a ride on the Algoma line also.

We're still hearing what a nice job St. Louis-NRHS did at Mid-Rail '77. And talking about St. Louis, one of the Gateway's own, Ray Spitler, was honored recently for his dedication over many years to the Junior Achievement Program. Veteran sportscaster Jack Buck and Robert Hyland of Station KMOX made the presentation at a dinner ceremony.

NEWS ABOUT Jerry Angier and his 470 Club, Portland Division, Railroad Enthusiasts, Inc.: they're wrapping up final details for their annual foliage round trip from Portland, Me., to Island Pond, Vt. over the Grand Trunk on Oct. 1. And here's an addition to the Grand Trunk's 125th anniversary celebration in July: Jerry says that for the first time in Island Park's history, the U.S. Post Office (125 years old Aug. 30) has approved a special die cancellation commemorating the event. Mail leaving Island Pond between May 1 and Nov. 1 will be cancelled "125th Anniversary, First International Railway 1853-1978." Anyone wanting this cancellation should send a self-addressed stamped envelope to Postmaster, Island Pond, Vermont.

And in case you've forgotten, the 470 Club's annual GT trip to Gorham, N.H., with all the fixin's, is the day before, Sept. 30. Jerry and VIA Rail have held down the cost of the Island Pond trip. Adults $29, kids $20. The Gorham run will cost: adults $25, kids $17. Contact Jerry at 79 Hillside Ave., South Portland, Me. 04106.

OUR OLD FRIEND Art Knowles, former assistant editor of *Railroad Magazine,* who died last spring, willed most of his rail memorabilia to the N.Y. Div. of Railroad Enthusiasts, of which he was a member. A recent look through some of his dog-earred photo envelopes carrying such dates as O&W, May 25, 1941, revealed a photo of Bob Butterfield, colorful steam locomotive engineer on NTC's *20th Century Limited,* with Howard Smith and Don Geddes, among others. That picture gave us a thrill and a chill. A thrill remembering the great days when steam ruled the high iron, a chill to realize how the years have slipped by. And we wondered how many of that old gang are still around?

CHARLIE SMITH, chairman of R&LHS's N.Y. Chapter and chairman of the New York Central System Historical Society, tells us about a book to delight not only diesel enthusiasts but NYC fans in particular. It is an alltime roster of NYC System diesels, softbound, "perfect" binding, with diagrams, 196 photos, 8 in full color. If you read this prior to Sept. 1, it will cost $12.50; $14 thereafter—postpaid for both. (Ohio residents include sales tax.) Charlie invites dealer inquiries. Contact the Society at P.O. Box 10027, Cleveland, Ohio 44410.

MAJ. DENNIS A. CAVAGNARO, U.S.M.C., MWHS-1, 1st MAW, FPO San Francisco 96602, writes, "Did you know there is a commercial railroad museum on Okinawa's Motobu Peninsula not too far from the Expo 75 site? Also a steam locomotive on display in a park at Naha, the capital of Okinawa. This is strange, as Okinawa has no railroad, although the Japanese government is studying the feasibility of building one there."

EVER TAKE that train ride from Huntsville to the Chattanooga Choo-Choo? North Alabama Railroad Club has the wheels in motion to make this round trip on two separate days, Sat. and Sun., Oct. 7 and 8. The train will depart each morning at 8:30 from the Huntsville depot on Church St., returning around 6 p.m. Passengers will have about three hours to enjoy Choo-Chooland. The fare for adults is $23.95, kids under 12, $20.95. Send SSE for tickets, or you can pick them up at the depot on the day of the trip. Indicate which date. That's Trip Director, North Alabama Railroad Club, P.O. Box 4163, Huntsville, Ala. 35802.

Even with their thoughts toward making this trek a success, Jim Jollay, Hugh Dudley, Skip Ross, Carl Wipprecht, etc., are still thinking of their successful Kindergarten 78 trip over the Southern this past May. Skip says it was a record-breaker. The combined total of passengers carried on the west- and eastbound trips was 7,671. This figure is a substantial increase over last year. Bring on Kindergarten 79!

Plaudits go to the volunteers from the Roanoke-NRHS and Blue Ridge Live Steamers for their work in helping make possible the opening of the Roanoke Transportation Museum in May, says John Turbyfill, Norfolk & Western's vice president-finance, who is president of the museum. Last April 26 the Museum suffered extensive flood damages as the rain-swollen Roanoke River covered about three-fourths of the Museum ground with up to four feet of water. The damage, according to the Corps of Engineers, came to over $30,000. The principle destruction occurred to the passenger-train track, undermining the Wabash diesel track, the perimeter fencing, and exhibits in the entrance building. The Museum will be open daily except Mondays until Labor Day from 11 a.m. to 7 p.m. A real threat for anyone to see.

ED COLGAN, Fran Meaney, Jr., Ed Gardner, Lou Goodwin, and other members of the National Association of Timetable Collectors are happy over the sale of timetables recalled by Amtrak last fall because of the corporation's budgetary crisis. As many collectors and others remember, a threatened funding squeeze forced Amtrak to announce the discontinuance of about 22 of 120 daily Northeast Corridor Region runs. As you know, full funding was restored with a supplemental grant, but not before a total of 700,000 copies of forms 1, 3 and 5 had been printed, reflecting the cutbacks. As a result, the schedules dated Oct. 30 were withdrawn and Nov. 20 issues replaced them.

Amtrak's supervisor of timetables, Brian Roman, said the recalled forms were shipped to the corporation's distribution firm. Members of NATC and others interested in buying copies of forms 1 (New York-Washington), 3 Boston/Springfield-Washington) and 5 (Philadelphia-Harrisburg) have three options. Timetables are available singly at 40¢ each, or in a package of 25 of any one form for $8. Also, a set of each of three forms sells for $1. Prices include postage and handling. Make checks payable to Amtrak and send to Western Folder Distributing Co., 850 W. Fullerton Ave., Addison, Ill. 60101.

WARREN COBB, ye ed of the Blackhawk-NRHS newsletter, says the club is completing its renovation of CB&Q 4-6-0 No. 637, displayed at Aurora, Ill., in Lincoln Park. Supt. Eddy Persons has finished assembling the new steel pilot and headlight. These must be mounted, along with other salvagable parts removed for cleaning earlier, and then the remainder of the painting completed.

THE QUILL-AND-RAIL CATALOGUE looks like a real good Canadian railway bibliography. Authored by R.D. Tennant, Jr., a member of the Scotian Railroad Society, Nova Scotia, it contains 92 pages, 6x9", softbound with about 400 references to books, pamphlets, and serials concerning the Canadian railways and the first such Canadian bibliography to my knowledge. The price is $4.95 (postpaid Canada and U.S.) from R.D. Tennant, Jr., P.O. Box 997, Armdale, N.S. B3L 4K9.

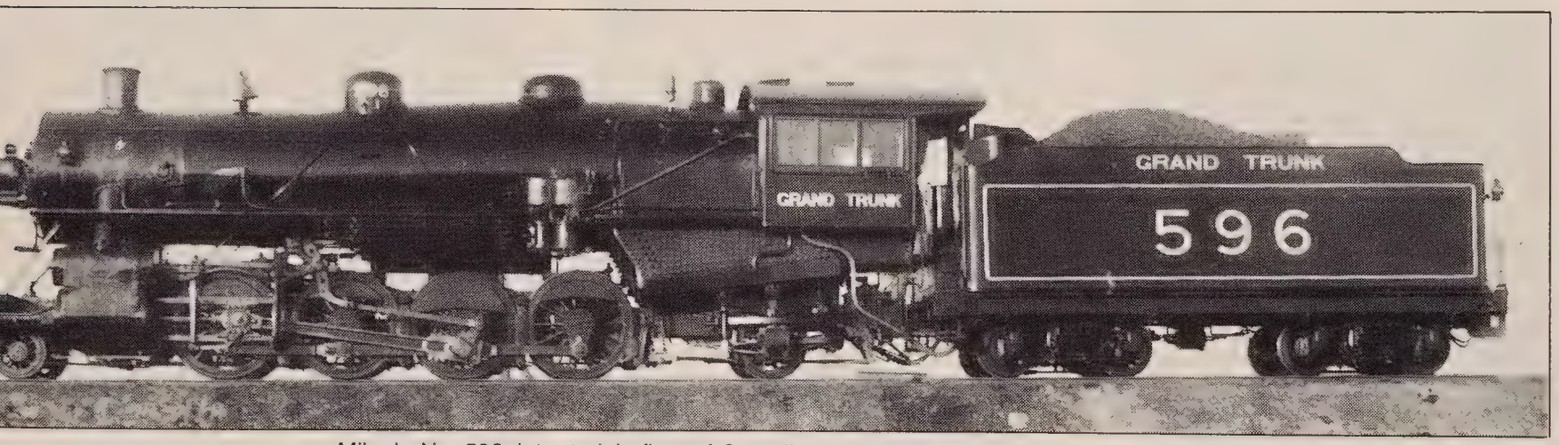
Collection of late Arthur T. Knowles

New York Railroad Enthusiasts on CNJ trip to Bridgeton, N.J., in April, '55.

Grand Trunk Railway Station at Island Pond, Vt. (1971)

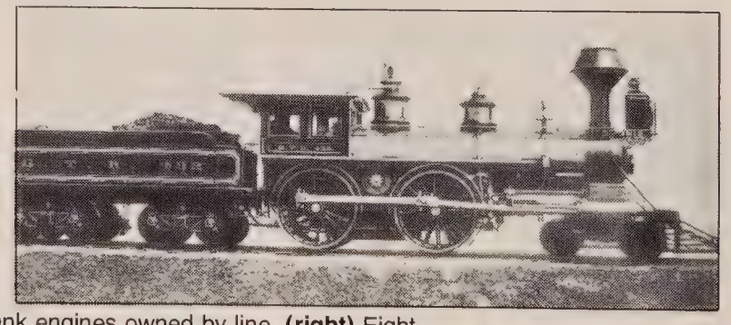
A few of the Old Girls Used on GT Trains

All photos collection of Gorton T.H. Wilbur

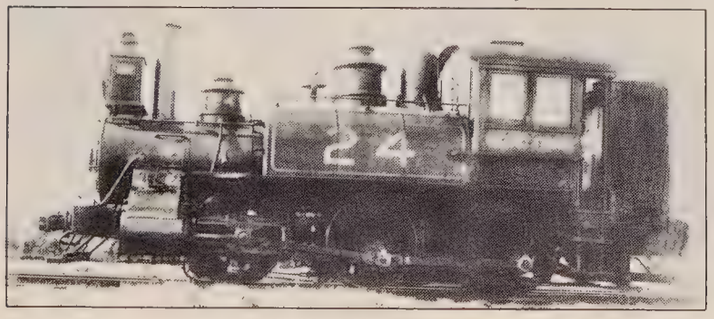


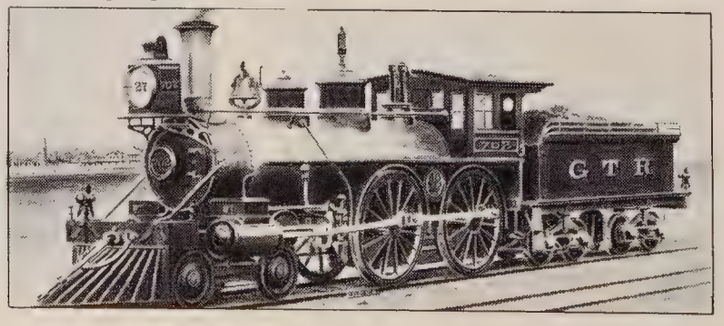
Mikado No. 596, later to join fleet of Canadian National power, poses for post shop picture.

(left) Early GT passenger train. **(right)** No. 432 was a product of Portland Locomotive Works, 1875. This 4-4-0 was often seen on Montreal-Portland run.



(left) GT 0-6-0T No. 24 was one of many tank engines owned by line. **(right)** Eight-wheeler formerly on Great Western roster before going under new control.



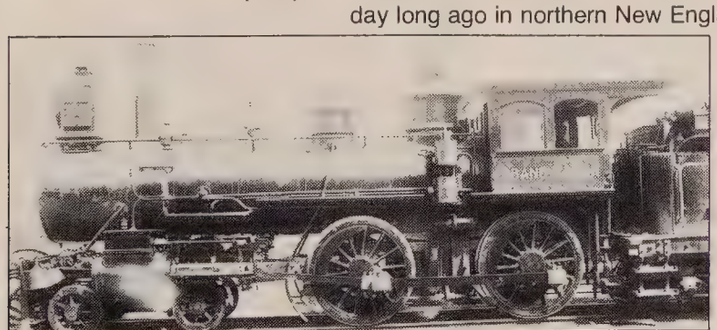


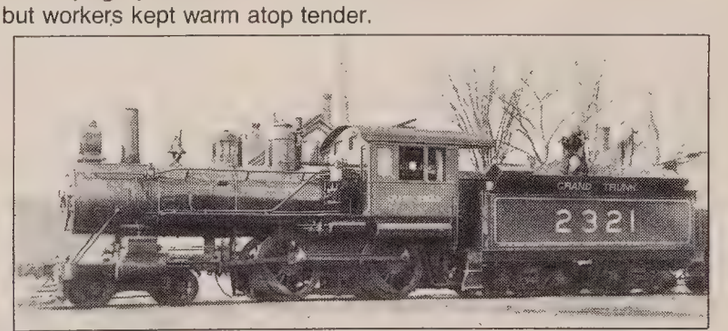
125th ANNIVERSARY
of Grand Trunk Crossing Canadian Border into U.S.

One of the great names in North American railroading was the Grand Trunk. It was to Canada what the Pennsylvania, Union Pacific, New York Central, and other stellar railroad systems were to the U.S. This year is the 125th anniversary of this road, the first international railway in North America, running between Montreal and Portland, Me. By absorbing smaller lines in Canada, Grand Trunk grew to a huge system prior to the turn of the century. In the years shortly before the outbreak of World War I, the line began to falter economically. In 1923, under an amalgamation agreement between the Canadian National Railways and the Grand Trunk Ry. of Canada, the Canadian National took over control of the dowager carrier.

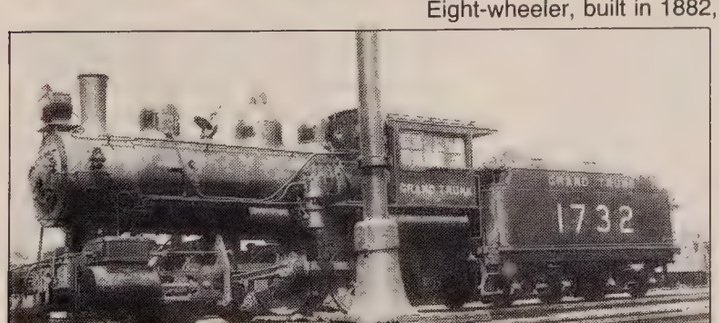
As road controlled Central Vermont; engines such as 1241 in 1914 often visited St. Albans, Vt.

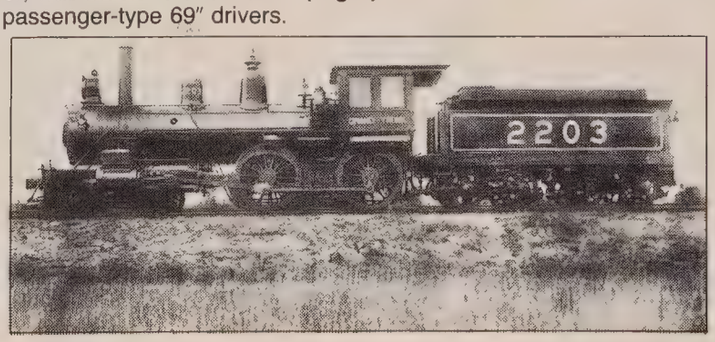
(Left) No. 434 northbound near Portland, Me., in 1890s. **(Right)** Weather was cold on a winter's day long ago in northern New England, but workers kept warm atop tender.





(Left) A swinging bell, such as on 0-6-0 switcher, was music to one's ears. **(Right)** This Eight-wheeler, built in 1882, had passenger-type 69″ drivers.





BOOKS of the RAILS

by Gorton T.H. Wilbur

Dayton Rubber Company

Only way to get a drink of water on trains of long ago was buying it from the waterboy.

The American Railroad Passenger Car, by John H. White, Jr., 699 pages, 11x12½", hardbound, photos, diagrams, drawings, car builder roster; The John Hopkins University Press, $45. (Available from Railroad Magazine Book Service.)

The author is Curator of Transportation at the Smithsonian Institution and editor of The Railway & Locomotive Historical Society's semi-annual *Railroad History*. He is, as I see it, the best historian, blessed with the right environment, to have created a massive and scholarly volume of this type. It's the first such authoritative presentation of the changes in passenger-car design I've ever seen.

In some of the elegant dining-car pix, you'd almost expect to see E.M. Frimbo, author of a meals-on-wheel article in our last month's issue, sitting with the equally elite Lucius Beebe. These, along with almost 800 rare photographs, drawings, and illustrations, supplement a wealth of technical information about the most opulent of railroad cars. Included are chair and parlor cars, coaches, baggage cars, sleepers, even self-propelled cars with various materials that went into their construction. Appendixes contain biographies of coach-builders and designers, tables comparing models, materials, and prices. A great work by a scholar for the serious railroad historian.

Writes Jack White: "Americans once spent a considerable portion of their lives in railroad cars. From approximately 1860 to 1930, railroads were the most common means of inland transportation, and at their peak just before the First World War, 98 percent of all intercity travel was by rail.

"It is the purpose of this book to provide a picture of American railroad passenger cars as they were and as they are now. It will try and answer such basic questions as what they looked like at various periods, how they were made, what materials went into their construction, who made them, how the interiors were arranged, how many of each type were in service, and what they cost. This book emphasizes 19th century developments rather than more recent ones, because the 19th century was the formative period when the basic shape, arrangement, and types of car came into being.

"When I began work on the subject in 1968, the railroad passenger car seemed to be fading into the ranks of antique modes of transportation. Few new cars had been ordered since 1955, and the complete abandonment of long-distance trains seemed inevitable. I felt that I might be writing the preface to the end of the passenger-car history. But Amtrak was created, and a generous public purse has kept the trains running and has even funded a new generation of cars.

"Most travelers fail to appreciate the passenger train for the miracle it is. In essence, it forms a small city on wheels, with lighting, heating, air-conditioning, food services, toilets, washrooms, a water supply, sleeping, seating, and lounging facilities for perhaps a thousand people. Perhaps even more remarkable, this 1,400-ton city on wheels crosses the countryside at 80 mph through all extremes of weather. It is the performance on this movable city, a triumph of American technology, that we will survey."

1978 Steam Passenger Service Directory, Including Electric Lines and Museums, 168 pages, 5½"x8½", softbound, photos, locations, discount coupons, schedules; Empire State Railway Museum, Inc., $3. (Available from Railroad Magazine Book Service.)

This annual is great for the vacationing and locale-bound railfan alike looking for steam and electric lines to ride, interesting rail museums to visit in the U.S. and Canada, and discount coupons on many operations thrown in as a bonus. Hawaii is included, too. You'll find timetables, fares, and pix of every tourist railroad operating in the U.S. and Canada about which reliable information can be had. Each year features a well-known tourist line. This time it's Morris County Central from Newfoundland, N.J., with the 385 highballing a fantrip.

Two-Foot Cyclopedia, Vol. 2: Sandy River & Rangely Lakes Railroad #23, by William H. Jensen, Jr., 68 pages, 11½x17", softbound spiral-binding, photos, drawings; Flag Stop, $10. (Available from Railroad Magazine Book Service.)

A real narrow-gage model dream book, especially if you're interested in old New England. The history of Maine's famed Sandy River Line has a wide appeal. This is just one volume on that line, covering locomotive 23. Built by Baldwin in 1913, this Prairie was the largest engine to operate on any of the Maine two-footers. The drawings in this volume represent actual Baldwin erecting cars, later supplied to the SR&RL when No. 23 was delivered. All original tracings have been faithfully redrawn to clarify long-faded details.

The originals used in preparing this book came from the Phillips (Maine) Historical Society and the collection of Edward Bond. Here are a few examples of the contents: full boiler detail, frame, valve, cylinders, tender, and air brake diagrams. Included are original specs as sent to Baldwin by the Maine Central, which owned the SR&RL at the time and the many changes that the locomotive underwent in her 18 years of service. Photos illustrate changes and details.

Periodicals and Journals

Railroad History, Vol. 138 (Spring, 1978), edited by John H. White, Jr., 128 pages, 6x9", softbound, pix, car-builder rosters, index, book reviews, published by The Railway & Locomotive Historial Society, Inc., Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02168. This critics-acclaimed, slick-paper publication is issued free, twice a year, to all R&LHS members; non-members pay $5. Annual membership belonging to chapter $9, non-chapter $10, contributing $15, $25, and $50; life $200.

Editor Jack himself has an interesting lead article, "Railroad Car Builders of the United States," an outgrowth of the tremendous research put into his book on passenger cars. The list is not a complete record, says Jack, but it does include all of the major and most of the minor railroad car builders in the U.S. Firms building only street railway, industrial, or hand cars are not included, although St. Louis and Brill are. Bill Edson, a rail historian and R&LHS director, compiled a list of present-day commercial freight-car builders that he claims can't be found in any other one source today. *Railroad History* also has an article on little-known George P. Kimball: "A Pacific Coast Car Builder."

John W. Lozier, assistant professor of history at Bethany (W. Va.), College, continuing this railroad-car issue, writes on the Taunton Car Co., 1869-1873: "Anatomy of a Failure." Other topics are "Pullman Standard and Origins of the Steel Passenger Car," by George Gibbs. Memorial notes honor late members Everett L. De Golyer, Jr., and Sam Pinsley. Back issues of *RH* are available from H. Arnold Wilder, R&LHS treasurer, 46 Lowell Rd., Westford, Mass. 01886.

The Block Line publication of Tri-State-NRHS," edited by Don Dorflinger. Don is esteemed by Eastern railfans who enjoy good articles and sharp pix. Cited on various occasions by NRHS prexy Allan Vaughn for his outstanding publication, Don does the kind of editorial job I enjoy reading. *The Block Line* is published monthly, except July and August, $7.50 per year. Handling subscriptions is Dennis Connell, 17 Evans Rd., Bloomfield, N.J. 07003, and Tri-State club membership secretary Joe Lombardi, P.O. Box 255, Dover, N.J. 078;1.

Midwestern Rails is edited by Frank L. White, White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254; $8 per year of 12 issues in U.S., $9 elsewhere. This softbound publication is "right down the alley" for the Midwest railfan. Lots of pix, too.

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The books are available only by mail through Railroad Magazine Book Service, 150 East 58th Street, New York, N.Y. 10022.

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PASSENGER TRAIN SURVEY

IF THE SENATE backs up the House vote of 204-89, Amtrak will not be permitted to drop any passenger train before Oct. 1, 1979, and it will be subsidized to the tune of $768.25 million over the next fiscal year. The House passed this bill after it had defeated, 186-119, an amendment that would have forced Amtrak to drop any train requiring a Federal subsidy of at least $100 per passenger. That amendment would have forced Amtrak eventually to drop several trains, including between New York and Kansas City, between Chicago and San Francisco and one route between Chicago and Seattle.

Another amendment was passed, however. It would put Amtrak's budget under the normal Federal procedures that involve submitting its budget requests first to the White House Office of Management and Budget. Amtrak now submits its budget directly to Congress.

AMTRAK has just added sleeping-car service—cars equipped with private rooms for one or two travelers—on its *Inter-American* trains between Chicago and Laredo, Texas. These cars run three days a week. Trains with sleepers depart from Chicago on Sundays, Wednesdays, and Fridays, those from Laredo on Sundays, Tuesdays, and Fridays. *Inter-American* service has been improved also as the result of increased speeds, permitting schedules about 2½ hours faster in each direction, and operation of new Amfleet equipment.

Amtrak is spending $4.9 million for track improvements to permit the removal of some speed restrictions on the Washington-Boston mainline and the Philadelphia-Harrisburg and Springfield-New Haven branch lines. The funding covers tie replacement and track surfacing. At present, trains are required to slow down along some sections where maintenance was deferred when Penn Central owned the track. The Federal Railroad Administration dictates track speeds.

Work will include the replacement of about 20,000 ties on the Northeast Corridor mainline between Washington and Boston, 40,500 ties and 150 miles of surfacing on the Philadelphia-Harrisburg route, and 33,000 ties and 60 miles of surfacing between New Haven and Springfield. This work has already been started and will continue through the fall as long as weather permits.

Twelve of Amtrak's self-propelled *Metroliner* coaches are being remodeled an overhauled at a General Electric plant in Erie, Pa., but the equipment will not go back into service before the end of the year. These coaches are only 10 years old but have begun to deteriorate under heavy use in recent months. Fifty-five percent of all Amtrak passengers in the nation travel on the *Metroliner* route, according to Edwin Edel, Amtrak vice president for public affairs.

Mr. Edel admitted that Amtrak had been getting complaints from some regular passengers in the Northeast corridor who think they are getting ordinary accommodations at premium prices.

"Actually, many people consider the regular Amtrak coaches, which are newer, to be more comfortable than the aging *Metroliners*," he said.

The trains have airline-type folding tables in the coach sections, and in the lounge or parlor cars there are single chairs on one side and double ones on the other. Although the trains have new coaches, they are propelled by 40-year-old electric locomotives.

A FIRST-TIME survey listing pertinent engineering data for high-speed (125 mph) mainline passenger railcar trucks and bodies, both U.S. and foreign-made, has been completed at The Budd Company's Technical Center in Ft. Washington, Pa., for the Federal Railroad Administration. The 116-page survey, which took four months to produce, catalogs design parameters, dynamic performance characteristics, and component specifications of 15 high-speed railcar trucks and bodies. Facts on suspension systems, frames, motors, and ride qualities are noted.

Included in the report is data on the *Pioneer III,* a railcar truck built for Amtrak by Budd; the *Metroliner,* another U.S.-made truck and body, as well as several manufactured in Japan, U.S.S.R., England, France, Germany, Italy, and Canada. Data was collected from internal development projects, published technical literature and personal interviews. Included in the survey are pictures, drawings, schematics, spring rates, and damping coefficients.

AMTRAK'S Board of Directors has authorized the building of a new rail line between Post Road and Rensselaer, N.Y., to permit faster schedules between Boston and Chicago. Track construction, previously funded, has been delayed pending a determination of the experimental status of the *Lake Shore Limited*. However, Transportation Secretary Brock Adams has finally designated the route as a permanent part of the Amtrak system.

The train's Boston-Albany section must undergo a backup move requiring about 45 minutes east of Albany, but restoration of the direct connection will reduce the train's schedule by 32 minutes. The work is expected to get under

Northern California Railroad Club's steam-driven *Burney Special*, with McCloud River Railroad's popular 2-6-2 No. 25, makes its way around the bend of the Lake Britton trestle near Burney, Calif., on a fantrip.

Patricia Reed, 11224 Klingerman, El Monte, Calif. 91733

way as soon as engineering studies and designs are completed. The *Lake Shore Limited* could be operating over the new line on a revised schedule as early as mid-1979. The work will include grading, brush removal, acquisition of materials (rail, tie plates, ballast), and track installation.

Penn Central abandoned the 12.6-mile track, on the former Boston-Albany mainline, in 1972 and removed the track. Congress earmarked $4.1 million in Amtrak capital funds to restore this trackage.

PASSENGER TRAIN ANNUAL NO. 3, with 76 pages, 10¾x8½", has just come off the press of PTJ Publishing, Inc., P.O. Box 397, Park Forest, Illinois 60466. It has 72 pages of thick coated stock, quite a bit of well-written text matter, long captions, 78 b&w photos, and 18 color photos, including the front cover. Photos are of high quality and well reproduced. The *Annual* costs $7.95, including postage and handling.

ON JUNE 19th at 9:30 a.m. a commuter train stopped in Secaucus, N.J.—the first commuter stop opening in the state in three decades (aside from the highly successful Metropark opening on the Amtrak line at Iselin, N.J.). Prominent speakers made the occasion memorable.

ROCK ISLAND commuters are rejoicing in the $60-million facelifting the railroad is undergoing at the hands of the Regional Transportation Authority. On May 23rd the first of 50 new $450,000 bilevel commuter cars was put into service for the evening rush hour. For the Rock Island's 13,000 daily commuters, it had been a long wait. For a decade, they endured delays, breakdowns, and shutdowns as the financially troubled Rock Island limped along.

Two years ago the RTA began its $60-million program to rehabilitate the Rock Island. The program includes: (1) Rehabilitation of track and roadbed on the 40-mile Joliet line and the 16-mile Blue Island line. (2) Re-equipping the passenger car fleet with 50 new bilevel cars. (3) Replacing the locomotives and (4) Abandoning La Salle Street Station in favor of the more modern Union Station.

THE ICC has set up new rules that all facilities used in providing intercity rail passenger service be accessible to handicapped persons. The proposed rules cover stations, rail cars, including entrances, exits, baggage areas, boarding platforms, eating places, rest rooms, and parking garages. Stations would have to be modified as soon as practicable, but no later than five years after the proposed rules go into effect. New stations would have to be designed and built to be accessible to handicapped persons.

Rail cars would have to be modified within three years so that at least one coach car on each passenger train, one food car, and one sleeping car—if sleeping cars are available for other riders—would be accessible. New cars would have to be designed to be accessible. All specially-equipped cars would have to display an international accessibility symbol at each entrance. The new rules also provide that no carrier could deny rail transportation to any person because of inability to board a train without assistance or to use on-train facilities without assistance.

Depots

You remember the country depot,
The grand city station,
You who remember riding trains?

Small depots
That rest against the wind now,
Gingerbread eaves without the
Taste of busy yesterdays,
Loneliness shored in the old timber;

And the Grand Concourse,
All pillar and plinth,
Marble palace of whispered echoes,
Footsteps and voices gone now—
Gone and gone and gone.

—Yvonne Yahnke

Down by the Depot

THE HISTORIC Texas & Pacific passenger station and office building, an architectural landmark in Fort Worth, Texas, has been sold by the Missouri Improvement Co., a Missouri Pacific Railroad subsidiary, to a group of local inventors, who are studying what to do with it.

Once known as the Southwest's busiest and most beautiful station, the building now has ony a few tenants and no passenger traffic. During World War II, it felt the tread of more feet than any other place in the area. But after the war the depot and passenger train system began to fade from its once dominant role in intercity transportation. The last T&P passenger train rolled out of Fort Worth in 1969.

Designed by the late Wyatt Hedrick, the 12-story edifice was built in 1931 at a cost of $1.5 million. Granite, brick, and stone materials comprised its exterior, while marble and crystal chandeliers enriched the interior decor. MoPac will continue to occupy two floors of the building for the immediate future. The railroad's central traffic control offices for Texas are located there, as well as other transportation and engineering offices. Its sales office was recently relocated in Dallas.

LEN BEARD, a Chicago & North Western train dispatcher at Watertown, Wisc., bought the old Watertown depot last year and plans to convert it into a manufacturing plant and sales outlet for his side-line hobby business. Len makes clocks, watch fobs, belt buckles, key chains, and money clips on which railroad insignia are engraved. He lives just across the state line in Wonder Lake, Illinois, commutes to his Watertown job, and has begun to restore the depot, built in 1860, and the grounds around it.

INFORMATION BOOTH

ASK BARBARA. Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine,* 150 East 58th Street, New York, N.Y. 10022. No questions will be answered by mail or telephone.

Question: Are Eurail passes good in Great Britain?

Barbara: No. Britain is not a member of Eurail, but British railroads offer foreign visitors low-cost BritRail passes for unlimited travel in England, Scotland, and Wales for specified time periods. First class passes cost $85 for one week, $120 two weeks, $150 three weeks, and $170 for one month. Economy-class passes: $65 for one week, $95 two weeks, $125 three weeks, and $150 one month. For further info contact BritRail Travel International, 270 Madison Ave., New York, N.Y. 10016.

Question: How many grasshopper-type engines did Baltimore & Ohio own?

Barbara: Seven. No. 1, *Arabian,* built by Phineas Davis in 1834, was the only one not named after a U.S. president. Nos. 2-7: *G. Washington, T. Jefferson, J. Madison, J. Monroe, J.Q. Adams,* and *A. Jackson,* were built by Gillingham & Winans, 1834-'36.

Question: Brief history, please, of Western Pacific in this their Diamond Anniversary year.

Barbara: The Western Pacific, youngest of the transcontinental railroads, was incorporated March 6, 1903. On July 25 of that year it purchased the Alameda & San Joaquin R.R., which hauled coal 36 miles from Resla, Calif., via Tracy to Stockton. (The A&SJ was built in 1895-'96.) WP began construction in Salt Lake City and Oakland in January, 1906. Its last spike was driven on a high bridge at Keddie in the mountains of California on Nov. 1, 1909. The first passenger train arrived in Oakland on Aug. 22, 1910. The same station was the scene of the last WP passenger train, the *California Zephry,* 60 years later. As of last July, WP operated 1,246 miles of mainline and 472 miles of branch line. The main extends eastward from Oakland to Salt Lake City, and north from Keddie to Bieber, Calif. Four lines under the WP aegis are Sacramento Northern Ry., Alameda Belt Line, Oakland Terminal Ry., and Central Calif. Traction Co. The Western Pacific, public relations department reported 138 operational diesel units as of early this year.

Question: What is the present name of Canadian Pacific's old Siding 29?

Barbara: Queen Victoria didn't know what she was starting when she created Canada's first national park near siding 29 in 1885. Railroad workmen had found hot mineral springs bubbling out of Sulphur Mountain. When Britain's queen heard of that discovery she had 10 square miles set aside as a preserve, believing the springs were "of great sanitary advantage for the public." CP magnate William Van Horne built an inn near the station, and this started the tourist invasion of Siding 29, now known as Banff. Today beautiful Banff National Park in the Canadian Rockies covers 2,564 square miles; while 140 miles to the north, Canadian National's Jasper National Park, through which CN's transcontinental line runs, spreads out over an additional 4,200 square miles. Between them, the two parks attract more than two million visitors annually.

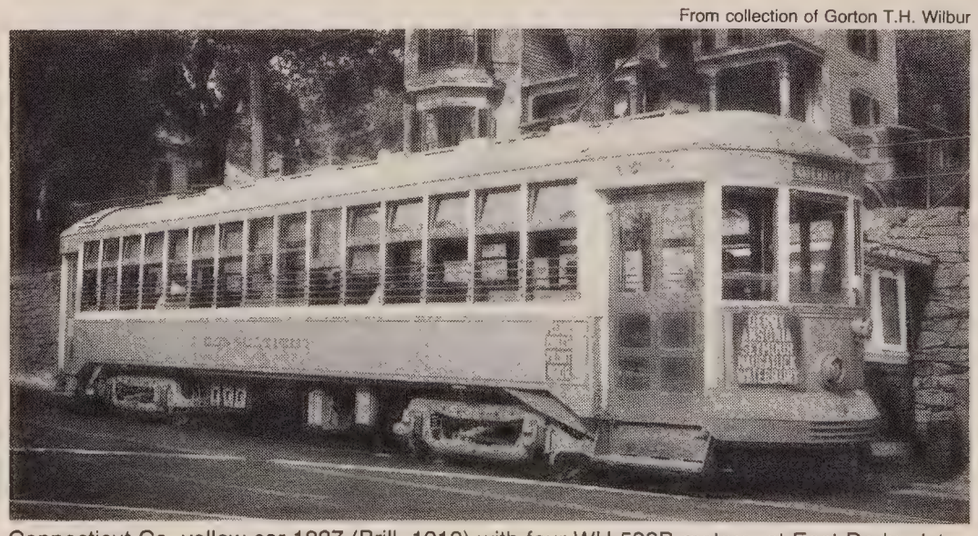
Question: When did Atlantic Coast Line become standard gage south of Wilmington, N.C.?

Barbara: In 1886. Until that year, the railroad south of Wilmington was 5-foot gage, while to the north it was standard, or 4′8½″. Traffic moving in through cars via the Wilmington gateway had to change trucks under freight cars, at Wilmington Union Depot. When the time arrived for regaging, all available road personnel from the several railroads involved helped to effect the change of gage. Each force was assigned to a particular segment, defined by mileposts, and were detrained at their assigned locations on the last trip made by the 5-foot-gage equipment. The change was made by moving one rail inward and regaging. Simultaneously, mechanical forces rewheeled much of the equipment during that day, so that the train picking up the rail gang at the close of the day's work used standard-gage track and equipment. The entire change to standard gage was made in one day without accident or interruption to service, a marvel in railroad operation.

Question: How are the Santa Fe's earnings?

Barbara: Holding their own. John S. Reed, chairman of the board, reported to stockholders recently that Santa Fe Railway revenue ton-miles for the first four months of this year were up 10 percent over last year. This means a $45 million increase in operating revenues, but was offset by a rise of almost '54 million in operating expenses. The latter reflect a general escalation of all costs, he noted, plus an expansion in the installation of welded rail and tie renewals this year. Lawrence Cena, president of Santa Fe, at the same meeting said that major growth areas in railway business have been in wheat, coal, and piggyback service. This growth, complicated by severe winter weather problems, has resulted in a tight car

From collection of Gorton T.H. Wilbur



Connecticut Co. yellow car 1927 (Brill, 1919) with four WH-532B motors, at East Derby Jct. on Aug. 7, 1934.

supply throughout the industry. Cena said railroads use about four times more fuel efficiently than trucks. He described a new piggyback concept which should produce even greater efficiency. Santa Fe's new train, the Ten-Pack Fuel Foiler, is expected to save over 5,000 gallons of diesel fuel on each round trip of a trainload of 100 trailers between Chicago and Los Angeles.

Question: Wanted: words to "The Crossing Gate," by Charles S. Wood.

Barbara: I have done some dirty diggin'
When the cars had heavy loads;
We traveled many miles a day
Along straight and curvin' roads;
I've tried to keep the fire hot
With a lot of rocks and slate;
But I'd rather do them all at once
Then tend the crossing gate.

When the crossing bell is soundin'
People know a train is near
And when the gates are lowered
They should stay in the clear,
But there's fools born every minute
And they're always tempting fate,
So I'd rather do most anything
Than tend the crossing gate.

Question: When was the Boston & Albany formed?

Barbara: B&A was formed on Sept. 4, 1867, by a consolidation of the Boston & Worcester R.R. and Western R.R. Corp. It purchased the Grand Junction R.R. the same year. On Nov. 2, 1870, the B&A absorbed the Albany & West Stockbridge and the Hudson & Boston. Ten years later it picked up the Springfield & Northeastern and on April 29, 1889, it took over its final road, the Spencer. Other lines leased or operated by B&A were the North Brookfield, Pittsfield & North Adams, Ware, Chester & Becker, and Providence, Webster & Springfield. The B&A was leased to the New York Central & Hudson River R.R. for 99 years on July 1, 1900, and is now part of Conrail.

Question: How big is the average freight car?

Barbara: The average carrying capacity has increased each year since record-keeping began, especially in recent years. The latest available figure shows about 73.9 tons. In 1929 it was only 46.3 tons. Cars currently being placed in service have an average capacity of about 89 tons, compared with a 62 tons for those being retired.

Question: Did Frisco ever have ex-Pennsy steam power?

Barbara: Yes, in the form of hand-me-downs from acquired roads. The Arkansas Valley & Western, one of the roads bought by StL&SF, had four ex-PRR Consolidations Nos. 1-4, built in Altoona in 1876. Frisco renumbered them 2734-2737. St. Louis & Gulf, another line acquired, had ex-Pennsy Eight-wheelers numbered 2 and 3, Altoona-built in 1881, renumbered by Frisco 2265-2266, and No. 10 of the St. Louis, Memphis & Southeastern, ex-PRR Six-wheel switcher out of Altoona in 1876, renumbered 3630 by StL&SF.

Running Extra

THE PICTURE of Central Vermont 419 in recent *Info. Booth* is correct. In the then-new CV number series instituted in 1900, the 400 block was for 2-8-0's. The first two in 1905-'06 covered 19 locos, 400-418; the next order logically started with 420. Meanwhile, the CV and Grand Trunk were leasing units back and forth, and occasionally transferring them permanently. No. 419 happened to have a GT number that, when leased, did not conflict with any CV engine.

GT built Nos. 220-223 for CV in 1901; but in 1902, Grand Trunk took them back, numbering them 969-972. In 1912 (by which time they were GT 322-325) they were leased to the CV and had their old numbers, 220-223, until returning to GT as 322-325 in 1916. CV had to use different numbers, since 322-325 (Moguls) were already on its roster.

When leasing Grand Trunk locos, Central Vermont preferred to keep the GT number, although the locomotive was relettered. Thus, in the 1912-'16 period GT Nos. 1395, 1455, and 419 were relettered Central Vermont, but kept same numbers. The 418, 1203, 1432, 710, 754, and 757 were not relettered, keeping GT numbers. The 1394, sold to the CV, became 397, in exchange for CV 233.

The 233 renumbered GT 289 in Dec. 1916 and eventually Canadian National 5608. In 1925, CN 5604-08 were leased to the CV until 1927, being renumbered and relettered Central Vermont 234-238. Three years later CV 405-408 went to Duluth, Winnipeg & Western, becoming 1981-1984, and CV 409-418 wound up as CN 2810-2819.—R.F. Corley, co-author of *Canadian National Steam Power,* 41 Lynndale Rd., Scarborough, Ont. M1N 1BG, Canada.

Which Chicago station did NYC use? What midnight express left that station for Detroit? Which western road carried "See America First" on its boxcars and when? During the 1930's, I hoboed all over the West and followed the harvest. I'm writing short stories about my hobo life. Enjoy reading old-time rail articles in your magazine.—Irving L. ("Fishbones") Stevens, Rte. 2, Corinna, Me. 04928.

That's not a train order hoop pictured in Dec. '77 issue. It's a train order fork; forks replaced the hoops.—L.K. Penningroth, 11510 Larimore Rd., St. Louis, Mo. 63138.

LOREN MARTENS ASKS about the rail with working VI NCRM 1878. This was rail weighing 50 lbs. per yard, rolled in June '78 by the North Chicago Rolling Mills. I'd like to hear from anyone interested in collecting these old brands.—H.K. Garges, 3125 Jolley Dr., Burbank, Calif. 91504.

WHEN DID the last Erie passenger train operate to and from Dunkirk, N.Y.? Who knows when Erie's last passenger train ran on the Buffalo & Southwestern Div.? What passenger trains were running on the Lehigh Valley when service was discontinued in 1959?—William M. Jones, 14 Wilson St., Falconer, N.Y. 14733.

I WANT NAMES and addresses of locomotive engineers who make caps and light and heavy jackets for engineers and for railfans.—Frank O. Smith, Box 335, Marcellus, Mich. 49067.

I HAVE OFTEN applied for a braking job but was always rejected because I wear glasses. Where can I get such a job wearing glasses with 20-20 correction, Opthalmologists tell me that cor-

Central Vermont 411 (Schen. 1906, rebuilt 1914) at St. Albans, Vt., in 1914.

Collection of Gorton T.H. Wilbur

rective lens should not be a restriction as long as the correction code is 20-20. Anyone else have the same trouble?—Gary Parker, 332 Chesterfield Ave., Nashville, Tenn. 37212.

NEW RAILROAD NAMES seem to be appearing. I assume some are the operations of ex-PC, Reading, etc., trackage not taken by Conrail. Anyone know how many new railroads have been formed from this trackage?—Harry E. Bennett, Jr., 1804 N. Mount St., Baltimore, Md. 21217.

ANSWERING LARRY MARQUESS: a complete Pennsy steam roster from 1906 to the end of all PRR steam operation was written by William Edson, titled *Keystone Steam & Electric,* Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023.—J.W. Mathews, Box 18-007, Seattle, Wash. 98118.

WHO KNOWS sections and dates Conn. Co. ran on third rail? Did the company operate any of the 1900 series in multiple units?—Norman H. Ulrich, 1410 SE 4th Ave., Pompano Beach, Fla. 33060.

DID BLOCK SIGNALS exist in Casey Jones' day? I'd like to know more about Illinois Central signal conditions in those days.—Lester J. Stintsman, Cedar St., Frenchtown, N.J. 08825.

SOUTHERN RY. and the Norfolk & Western preferred high-nose diesels because of added collision protection for the crew in the event of grade-crossing accidents or landslides blocking the track. However, one of the roads—I believe N&W—recently started to buy low-nose units.—John W. Rapoza, SP locomotive engineer, P.O. Box 472, Alta Loma, Calif. 91701.

WANTED: INFO AND PIX on the Grand Rapids & Indiana Ry., Missaukee Div. Also standard 8mm movies of Michigan steam and diesel, or Northeast railroads.—Matt Morta, 1428 Hollywood, Dearborn, Mich. 48124.

DID NORFOLK & WESTERN abandon the ACY west of Carey to Delephos, Ohio? It was going to file with the ICC for this action.—Nill Beagle, RR1, Bluffton, Ohio.

I WANT TO HEAR from Henry Raudenbush, formerly of Jamaica, N.Y.—Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506.

WHO HAS INFO on railroads running in Mississippi and Alabama?—William D. Thompson, Rte. 5, Box 165, Hartselle, Ala. 35640.

I NEED NAMES of the following railroads that were part of the Pennsy or bought engines from PRR, 1860-1910: the A&F, CC&IC, C&CC&NYSR, CStL&P, J&MI, N&SV, NWS, N&SVRR, P&BC, PC&StL, StLV&TH, and WJ.—E. Zehnder, 237 Wisteria Dr., Churchill, Pa. 18966.

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill O'Brien, advertising manager, Railroad Magazine, 150 E. 58th Street, 35th Floor, New York, N.Y. 10022. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: September issue closed June 15.)

For Sale Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

Michael Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam /diesel postcards, $1.75 ppd.

Big List Dining Car China, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long stamped addressed envelope to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

Paul Garde, 35-Slides Co., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

Old State, Railroad, and County Maps, 70 to 110 years old, all states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

For Sale: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

Tinplate Wide-Gage trains, accessories, catalogs, wanted!—Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

Send Long SSE for listing of over 50 railroad lanterns. Also switch keys, locks, and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

Timetables Public and employee. New list and specials monthly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518.

Eleven Original Tom's clear plastic slipcovers for public tts., $6.75 per 100.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

Magazines bought/sold. Railroad, transit, employee magazines, fan club periodicals. Loose or bound copies. SSE for list.—C.N. Vallette, 1026 Claire, Huntingdon Valley, Pa. 19006.

Railroad Magazine 1939-'44, $2 each; 1945-'49, $1.50; 1950-'77, $1. Shipping 10 percent (50¢ minimum); no shipping cost if total is over $25. Texans add 5 percent tax. Give second choices. MR., RMC, Trains, Guides, others; prices vary. List SSE.—F. & W. Enterprises, Box 1451, Richardson, Texas 75080.

I Want to Buy railroad hardware, paper items, and magazines. Please furnish full description, condition, and price desired.—Rixon, Box 5063, Philadelphia, Pa. 19111.

Makes a Fantastic Gift colorful trains on stamps, mounted on attractively designed page. Only $3.78 postpaid.—Warrentruss Company, P.O. Box 74, Luzerne, Pa. 18709.

Offering Railroad Items, memorabilia, history, for the new and old collector. Send SSE for list. Will buy quality railroadiana.—T&L Railroad, 4512 Montrose, Houston, Texas 77006 (713-523-4356).

Midwestern Rails! An interesting monthly newsletter about Midwest railroads with information, news, and photos. 12 big issues only $8. Money back guarantee. Rush to White Publishing, Box 286-R, Geneseo, Ill. 61254.

For Sale a new book, "Detroit, Its Trolleys and Interurbans." 48 pages, with photos and maps, $2.75.—Michigan Transit Museum, P.O. Box 12, Fraser, Mich. 48026.

Back Issues "Railroad Magazine" and "Trains," "Model Railroader," "Railroad Model Craftsman," "Model Trains," others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

Want to Buy railroad hardware, paper items, and magazines. Please furnish full description, condition, and price desired.—Rixon, Box 5063, Philadelphia, Pa. 19111.

Eleven Original Tom's clear plastic slip covers for public timetables $6.75 per 100.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

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Chesapeake & Ohio Sounds, Vol. 1—"Working Steam and Men." Historical LP record. Recorded in 1950s by J.I. Kelly, a C&O operator-agent. $6.50 postpaid, record rate. Va. residents add 26¢ tax.—C&O Historical Society, Inc., 36 Inglewood Dr., Hampton, Va. 23666.

Yes, I'm Still Collecting old RR stock certificates, Poor's /Moody's Manuals, junk ticket daters. Have any? Swap too.—Bob Greenawalt, 9239 De Adalena, Rosemead, Calif. 91770.

Canadian Pacific in the Rockies, a pictorial review of the CPR between Calgary and Revelstoke since 1938. Send money order for $3.50 to BRMNA, 5124 33rd Street N.W., Calgary, Alta., Canada T2L IV4.

For Sale UPRR or MILW dining-car waiter's uniforms. $35 with gold buttons, $30 without. Also UPRR linens, green, pink or yellow, $19.50 for cloth and four napkins; $22 for Harriman Special set.—Bucksnort Jct. Antiques, Box 52, Tea, S.D. 57064 (Wayne Kerslake).

Classic Locomotive Highballs across your personalized coffee mug. Your first name. 11 choices from five colorful oldtimers. Only $3.75. Satisfaction guaranteed! Send for free brochure "T", CALCULATORCO, 5517 Alcove, North Hollywood, Calif. 91607.

For Sale: 400 1962 Erie Lackawanna timetables for $3 each.—Edwin R. Goin, 1609 Jackson Blvd., Tarrant City, Ala. 23517.

Brass Leslie Tyfon Air-Horn No. A-75-LR, 18x5½". Aluminum Leslie Tyfon Air-Horn No. 200, 30x8½". Either Cab 4 or GS. SSE for list. Will buy qualty railroadiana.—T&L Railroad, 4512 Montrose, Houston, Texas 77006.

Wanted to buy or trade. color photos or slides of the following railroads: Monon, Green Bay & Western, and Clinchfield. Would like units, rolling stock, structures, and m. of w. equipment.—Tom Rankin, 936 Blaine Ave., Janesville, Wis. 53545.

Locomotives 1-999 of the Jersey Central, soft cover, 109 pages, 8½x11" all-time rosters, covers all rebuilding and renumbering, more than 100 large photographs, 25 diagrams. Diesel section will be published later. $7.50 postpaid.—Railroadians of America, 270 W. Colfax Ave., Roselle Park, N.J. 07204.

Trolley Trains through the West. New illustrated editions, 8½x11", Vol. 2, Seattle $3. Free list.—Wilson Brothers Publications, Dept. RRS, Box 712, Yakima, Wash. 98907.

Recently discovered! Builders' mechanical blueprints, 1884-1904, steam locomotives, cars, all types, quality reproductions, complete list. Sample print, send $1.—Railroad, Box 11781, Atlanta, Ga. 30355 E.

Retirement Business: 34,000 color and b&w slides, stock, photos, magazines, books, complete office and darkroom equipment. $12,000 or ?-time payments. $1 and large SSE.—35 Slides, Box 6098, Colo. Springs, Colo. 80934.

Railroad Stock Certificates. Catalog plus beautiful certificate $2. I also buy stocks, bonds, Western railroad passes, and timetables.—Write Ken Prag, Box 531-R, Burlingame, Calif. 94010.

Railroad Artifacts. Send SSE for September list; six SSE's for next six lists. Also buying railroad china, silver, licks, badges, etc. 1131 Maryvale Dr., Cheektowaga, NY 14225.

Rails South. Information, news, and photos of southern railroads. Six big bi-monthly issues for $4 if you act now! Send check to White Publishing, Box 286-A, Genesco, Ill. 61254.

Don't die without a will! Protect your family. $2.00 guaranteed. D'Angelo, 2050 Briggs Ct., Beaverton, Oregon 97005.

Summer list 241, passenger timetables, emp. tts., folders, annual reports, playing cards, train orders, etc., 28¢ in stamps.—Meyer, 128 Corner St., Watertown, Wisc. 53094.

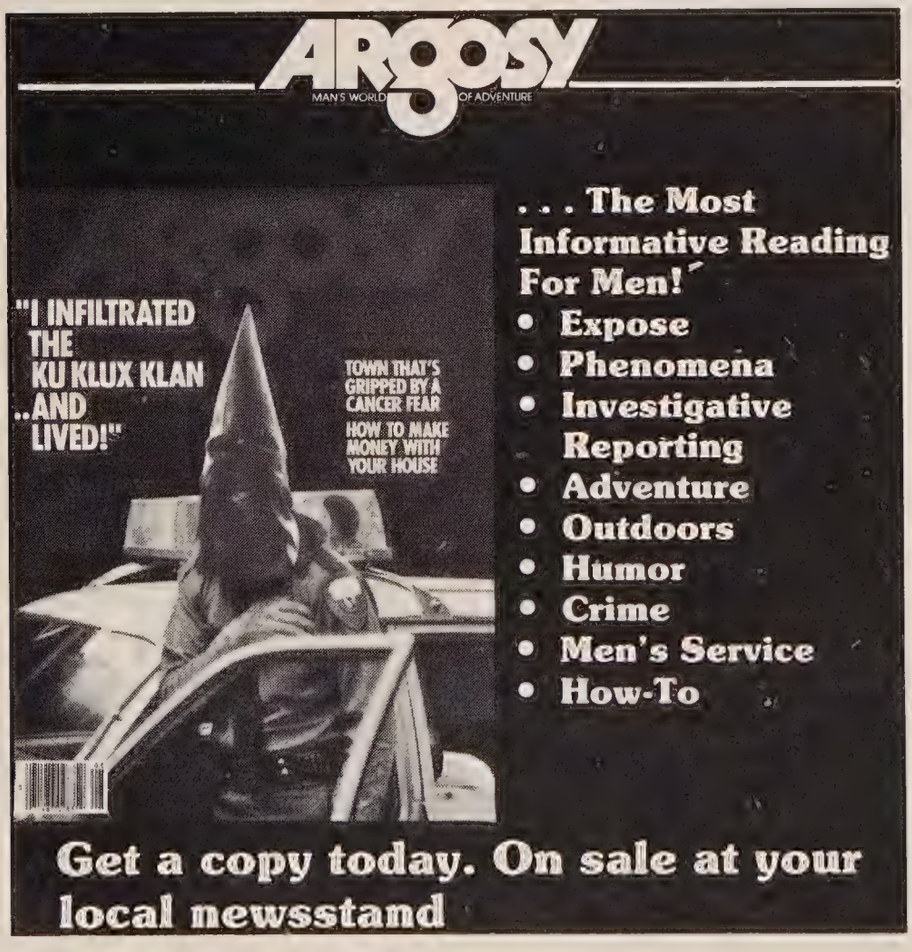
Photo prints of old streetcar R.P.O. cars, postcard size. Lists free. Also R.P.O. cancel mail auctions held.—Earl Moore, 152 Walnut, Wooddale, Ill. 60191.

Original Kodak color slides for sale or trade. Sent on approval East-Midwest area, Canada.—Frank S. Novak, Box 5160, Willowick, Ohio 44094.

For Sale: Steam and diesel locomotive builders' number plates, many roads. Send long SSE for current listing.—Tim Moore, 3 Lincoln Lane, Simsbury, Conn. 06070.

Steam locomotive: Baldwin 2-8-2, slide valve, Stephenson gear, 70-ton, oil-fired. Excellent steamer. Holds state of Wisconsin card. Many extras, brake shoe patterns, boiler tools, etc. $60,000. Call (312) 362-6539 after 6 p.m.

Railroadiana: Buy and sell. Items inventoried by railroads, steam, traction, guides, etc. Ask for specific items. Send 15¢ stamp to Nestle's Railroadiana, RD 2, Greenwich, N.Y. 12834.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Coming Events

(No charge for listing here)

STEAM-POWERED passenger train with ex-Reading T-1 No. 2101 on Chessie tentative scheduled specials, until Oct. 29 on trips from Pittsburgh, Baltimore, Cumberland, Md.; Richmond and Clifton Forge, Va., Huntington, and W. Va. Contact Chessie Steam Special, Box CJ, 2 N. Charles St., Baltimore, Md. 21201.

Wilmington & Western steam train Sat. & Sun. into Sept. from Greenbank station near junction of Del. Rtes. 2, 41. Lv. Greenbank 12:30, 2, 3 p.m. Adults $2.50, kids under 12, $1.25. For brochure send SSE to Henry Dickinson, Jr., P.O. Box 1374, Wilmington, Del. 19899.

Valley Railroad Steam trains daily, Essex to Chester, Conn., connecting for river cruise thru Sept. 4; weekends thru Oct. 29. Take Conn. I-95 to Exit 69, then Rte. 9 to Exit 3. Valley Railroad is headquartered at Essex, Conn.

Yakima Interurban Trolley Lines wooden, single-truck, Brill trolleys run weekends thru Sept. 10; charter or regular trip. $2 regular; charter, $96 two hours for 1 to 32 people. Info from YITL, P.O. Box 124, Yakima, Wash. 96907.

Cuyahoga Valley Line runs thru Nov. 4, Sat. & Sun., Cleveland, Peninsula, Akron, scenic trip behind ex-GTW 4070. Lv. Value City, south of Cleveland on Granger Rd., Rte. 17, 11 a.m.; return 5 p.m. Get fare plans from Cuyahoga Valley Line, P.O. Box 49, Peninsula, Ohio 44264.

Aug. 27-29: United Transp. Union Region 5, Carson Inn-Nordic Hills, Itasca, Ill.; Sept. 14-16: UTU Reg. 7, Ramada Inn, Minot, N.D., and Sept. 28-30: UTU Region 8, Inn at the Park, Anaheim, Calif.

Aug. 26, 27: trip over Toledo, Lake Erie & Western; Sept. 22-24: Sept. Color Tour over Algoma Central. Contact Michigan Railroad Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 31-Sept. 4: Inter/rail 78, National Railway Historical Society convention in Portland, Seattle, Vancouver, B.C. Activities incl. The Dalles Dam R.R., Portland Zoo Ry., OP&E, Amtrak, Yakima Trolley line, S.S. *Princess Marguerite,* and doubleheaded steam on B.C. Ry. Details from Pacific Northwest-NRHS, Rm. 1, Union Station, Portland, Ore. 97209.

Sept., Oct. weekends, *Mother Lode Cannonball.* Sat., *Wine & Cheese Zephyr.* Sept.-Dec., Sat. night, exc. Nov. 25, Dec. 16, 23, *The Sierra Supper Special.* Reservations advised. Sierra Railroad, Drawer 515, Jamestown, Calif. 95327.

Sept. 2-12: Pacific Northwest rail and sea adventure via ship, trolley car, trains, buses. Lv. San Francisco on Grace-Prudential liner for north, return SF on Amtrak *Pioneer.* Sept. 7-12: Big sky and mountain country of Colo. and N.M. trip via Amtrak from San Francisco to Albuquerque. Special bus to Chama and Durango for trip over Cumbres & Toltec Scenic and Silverton train. *Rio Grande Zephyr* from Grand Jct. to Salt Lake City. Return to SF on *San Francisco Zephyr.* Rates, brochure from Jim Weinberger, R&LHS Tour Conductor, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Sept. 7-9: 29th annual reunion of 729th Ry. Operation Battalion, Kansas City, Mo. Write Leonard Kann, 22 N. Evergreen Rd., Browns Mills, N.J. 08015.

Sept. 9-10: annual The World of Trains, sponsored by the Toy Train Operating Society, Northeastern Div., and New York Museum of Transportation, West Henrietta, N.Y., held at Museum, 2 miles south of Exit 46 on N.Y. Thruway. Details from Bob Thon, P.O. Box 576, Walworth, N.Y. 14568.

Sept. 8-10: Utah Fall Spectacular, Rocky Mountain Railroad Club, featuring Amtrak to Ogden, special bus trips, steam train ride, accommodations, RGZ Dome coach Provo to Denver. Query Westland Travel Service, Inc., 9797 West Colfax, Lakewood, Colo. 80215.

Sept. 14-17: veterans of 719th Ry. Operation Battalion annual reunion with Military Ry. Service Veterans, Muehelback Hotel, Kansas City, Mo. Get 719th reunion info from R.E. Runsteen, 12620 W. Dodge Rd., Omaha, Neb. 68154. For MRSV contact Marie Godley, Box 529, Pass Christian, Miss. 39571.

Sept. 16: 2nd annual Speeder and Handcar Rail Rodeo, Waterfront Electric Ry., 60 Main St., Toledo, Ohio. Run your own rail vehicle on mile of WER track. Admission $1. Write John Mallory, 1408 South St., Toledo, Ohio 43609.

Sept. 17: Suffolk County Model RR Engineers, 10 a.m.-3 p.m., K. of C. Hall, Hawthorne Ave., East Islip, N.Y. Buy, sell, trade trains, all gages and scales, other railroadiana. Adults at door $2, kids under 12 free. Contact Ed Jablonsky, 25 Race Pl., Oakdale, N.Y. 11769.

Sept. 23-24: annual 2-day trip over Clinchfield Railroad, using steamer No. 1 and F units. Lv. Elkhorn City, Ky., 500-mile roundtrip thru 5 states, 54 tunnels, mountain gorges, high trestles, meals enroute to Spartanburg, S.C. Motel accommodations, buffet supper, breakfast at Spartanburg. Open gon and club car on part of trip. Info with ticket purchase or SSE from Carl E. Adkins, Bluegrass Railroad Club, Lexington, Ky. 40504, or call 606-278-1975.

Sept. 23: Fall Foliage Special, Montreal to White River Jct., Vt., round trip over Central Vermont Ry. with VIA RAIL CANADA equipment. Run-bys planned. Contact Foliage CRHA Excursions, P.O. Box 22, Station B, Montreal, Que, Canada H3B 3J5.

Sept. 23, Oct. 28, Nov. 18, Dec. 16: Big Bash train meets, AHM Bldg., 9 a.m.-2:30 p.m. D and Tioga Sts., off U.S. 1, Philadelphia. Pre-registration $1, at door $1.50. Kids under 12 with adult free. Pre-registered 8 ft.-tables $5. Tables at door $7. Auction 1:30 p.m. Movies, operating layouts. SSE to Bernie Paul, D and Tioga Sts., Philadelphia, Pa. 19134.

Sept. 24: fall color excur. on Pike's Peak cog rr. sponsored by Colorado Midland-NRHS. Write Tom Daniels, CMC, P.O. Box 824, Colorado Springs, Colo. 80901.

Sept. 24-Oct. 3: Colorado Circle Tour sponsored by Michigan RR. Club, special coaches on Amtrak's *Wolverine,* Vista Dome on *San Francisco Zephyr,* and *Twilight Limited.* Fully escorted. Get info from MRC, Inc., P.O. Box 586, Dearborn, Mich. 48121.

Sept. 29-Oct. 15: Autumn in New England via Amtrak from southern Calif., crossing country to Atlantic Seaboard and return. Contact Pacific Railroad Society, P.O. Box 70, East Irvine, Calif. 92650.

Sept. 30: 470 Railroad Club autumnal round trip Portland, Me.-Gorham, N.H., over Grand Trunk with VIA RAIL CANADA equip. Adults $25, kids $17. Oct. 1: Annual Fall Foliage Spectacular sponsored by same club, Portland-Island Pond, Vt., round trip over Grand Trunk with VIA RAIL CANADA coaches. Photo run-bys. Both trips contact Jerry Angier, 79 Hillside Ave., South Portland, Me. 04106.

Sept. 30: steam round trip behind Southern 610, Birmingham to Sheffield, sponsored by Heart of Dixie-NRHS, P.O. Box 254, Birmingham, Ala. 35201.

Sept. 30: 2nd annual excur. on San Luis Central's *Peavine Ex-ress,* sponsored by Intermountain-NRHS and Colorado Midland-NRHS. Lv. 10 a.m. Sugar Jct. near Monte Vista, Colo., return about 3 p.m. $8 incl. meal and trip. Info from Robert Brown, Intermountain-NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217, or Tom Daniels, Colorado Midland-NRHS, P.O. Box 824, Colorado Springs, Colo. 80901.

Sept. 30: Clinchfield excur. Marion, N.C., to Erwin, Tenn. Query Jack Annis, Morganton Jaycees, P.O. Box 227, Hildebran, N.C. 28637.

Oct. 1: Clinchfield excur. Marion to Erwin. Write Dave Hinson, Exchange Club of Shelby, 309 Circleview, Shelby, N.C. 28150.

Oct. 1: ex-Southern 4501 hauling Birmingham to Sheffield, one-way, sponsored by Heart of Dixie-NRHS, P.O. Box 254, Birmingham, Ala. 35201.

Oct. 7 & 8: ex-Sou. 4501, Huntsville to Chattanooga Choo-Choo, round trip both days. Lv. Huntsville depot on Church St. 8:30 a.m., return about 6 p.m. Three-hour layover at tourist Choo-Chooland. Adults $23.95, kids under 12 $20.95. SSE for info from Trip Director of sponsoring North Alabama Railroad Club, P.O. Box 4163, Huntsville, Ala. 35802.

Oct. 7: Union Pacific 8444 hauling special round trip, Denver to Laramie, incl. baggage car, coaches, dome coach, full lounge. Food service in baggage car. Photo run-bys. Adults $38. Info and tickets from Robert Brown, Intermountain-NRHS, P.O. Box 5181, Denver, Colo. 80217.

Oct. 7 & 8: Autumn Leaves Special behind Clinchfield's One-Spot, Spartanburg, S.C. to Erwin, Write Clinchfield Railroad, Autumn Leaves Special, Erwin, Tenn. 37650.

Oct. 8: *Pennsylvania Limited,* Penn Sta., Newark, Metropark, and Trenton, N.J., to Strasburg via special Amtrak train with restored GG-1 No. 4935. Photo run-bys with 4935 and Strasburg steam. Incl. admission to Penna. State RR Museum at Strasburg. Over 385 miles by rail, with trip souvenir. Adults $34; kids under 12, $32. Send SSE to Trip Chairman, Tri-State-NRHS, P.O. Box 255, Dover, N.J. 07801.

Oct. 8-9: special Amtrak New England-Hudson Valley foliage train, Boston, Mass.-Saratoga Springs, N.Y. Over 500 miles via Conrail and D&H. Photo run-bys. D&H shop tour. Adults $88 (double occupancy), $44 for (kids under 12). Train only, $50. Write Mystic Valley Ry. Society, P.O. Box 32, Mattapan, Mass. 02126..

Oct. 8-21: Mexico Railfan Tour incl. trip over 4.1% grade of ex-Mexican Elec. RR., Copper Canyon tour with 89 tunnels, 31 bridges, on National Railways of Mexico, Pacific Railroad, and the Chihuahua-Pacific, rail and trolley facilities. Details from Midwest Travel Service, 2936 Bella Vista, Midwest City, Okla. 73110.

Oct. 14: Railfan's Day on Yosemite Mountain-Sugar Pine R.R. at Fish Camp, Calif. Several trains running on narrow-gage line for pix, incl. freight and moonlight caboose hop behind 3-truck Shay if enough interest is shown; other events. Fares begin at $20. SSE to Agent, YM-SPRR Railfan's Day, 3473 W. Shields Ave. #95, Fresno, Calif. 93711.

Oct. 14 & 15; 21 & 22: 10th Anniversary Autumnal Leaf Special, reserved seats Chattanooga to Crossville, Tenn., round trip behind the 4501. Return each day over the Southern and Tennessee Central Rys. via Dayton, Rockwood, and Crab Orchard. Great mountain railroading. Commissary and dining car on train. Adults $22.50, kids 5 thru 12, $18.50. SSE for info to Tenn. Valley Railroad Museum Excursion Tickets, Dept. FL, c/o Camera Center, 5 W. 8th St., Chattanooga, Tenn. 37402.

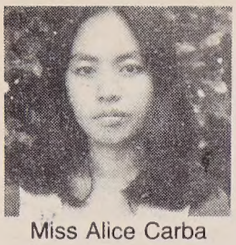
Oct. 14: Clinchfield excur., Marion to Erwin. Details from Carl Loftin, Asheville Civitan Club, P.O. Box 7146, Asheville, N.C. 28807. Same trip Oct. 15; write George Morgan, Marion Civitan Club, P.O. Box 1068, Marion, N.C. 28752.

Oct. 21: Clinchfield excur., Spartanburg to Erwin. Query Spartanburg Breakfast Optimist Club c/o Blanton Insurers, P.O. Box 8036, Spartanburg, S.C. 29303. Same trip Oct. 22; contact Marion Boyett, American Business Club, c/o North Brothers, P.O. Box 1451, Spartanburg, S.C. 29304.

Oct. 28 & 29: Autumn Leaves Special 17-car train pulled by No. 610, lv. Atlanta (Peachtree station) 10 a.m. for Tocca, Ga., return both days 5:30 p.m. Air-conditioned, open-window coaches, commissary car. Photo run-bys. Country Fair, flea market at Tocca. Adults $22, kids $20. Write Autumn Leaves Specials, 1844 West Rugby Ave., College Park, Ga. 30337.

Oct. 38 & 29: Spartanburg to Erwin both days on the Clinchfield, sponsored by Piedmond Carolinas-NRHS, c/o Bentley Photo Center, Park Rd., Shopping Center, Charlotte, N.C.

Oct. 31: Nevada Day Parade with Carson City Railroad Assn., Carson City, Nevada. ●



Miss Alice Carba

Miss Laura Keene

Pen Pals Wanted

(No charge for listing in this section)

MISS FELICIANA R. PALCONIT (nickname "Fely," age 23), college girl, Biliran, Leyte Philippines 6906.

Miss Laura Keene (age 24), P.O. Box 324, Ontario, Calif.

Miss Alice Carba (age 25), Moalboal, Cebu, Philippines, college grad, B.A., government employee, promises to answer all letters from males or females.

Tom Harper, 6066 Reinhart St., Philadelphia, Pa. 19142, swaps original Kodachrome slides.

Miss Lucia Lariosa (age 27), 50 B. Aranas St., Cebu City, Philippines 6401, will correspond with "a gentleman at any age level who is loving, caring, understanding."

Mlle. Annick Thomas (age 16), yardmaster's daughter, 4 Avenue du Chateau des Soulins, 91800 Brunoy, near Paris, France, interested in reading, swimming, camping, tennis, excursions, will write in English to railroader's daughter (not men or boys).

Bob Ference, 435 Sanderson, Campbell, Ohio 4405, collects rr. seals, emblems.

Miss Leduvina R. Delantar (age 24), Gutosan, Calubian, Leyte, Philippines.

Thomas Hill, P.O. Box 66, Ottawa, Ill. 61350, interested in rr. playing cards.

Miss Nora Lechedo (age 25), Daja, San Isidro, Leyte, Philippines.

Mlle. Laurence Ridon (age 16), railroader's daughter, 37 Rue du Bourg de Vesle, 51200 Fleury-la-Riviere, will correspond in English with railroader's daughters (not men or boys).

Miss Flordeliza Trani (age 26), Naval, Leyte, Philippines 6902.

John F. Lough (age 31), Information officer, Continuing Education Div., University of Winnipeg, 515 Portage Ave., Winnipeg, Canada R3B 2E9, interested in fantrips.

Miss Orlina Delantar (age 21), Naval, Leyte, Philippines.

Guy Goubin, 12 Rue Daguenet, 95100 Argentuil, near Paris, France, 44. station clerk's son, interested in chess, travel, stamps, writes English.

Miss Augustina C. Rosete (age 29), Caibiran, Biliran Subprovince, Leyte, Philippines 6902.

Mlle. Agnes Devesa (age 15), railroader's daughter, 4 Rue des Tilleuls, 78600 Les Mensil le Roy, France, interested in reading, theater, will write to railroader's daughter (not men or boys).

Miss Nancy M. Cero (age 26), college grad, Caibiran, Biliran, Subprovince, Leyte, Philippines 6902.

Arthur Carr, 1329 Wilson Ave., Sheboygan, Wisc. 59801, interested in C&NW locos.

Miss Belinda Mangco (age 24), Naval, Leyte, Philippines.

Sam Eovino, retired condr., 1412 Perrysville Pl., Ashtabula, Ohio 44004, collects religious medals.

Jean-Luc (age 12), railroader's son, 37 Hameau du Goupil, 95380 Puiseux-en-France, near Paris, France, interested in music, outdoor games, writes English.

Mandy Sellars (age 12), railroader's daughter, 31 Norfolk Close, Walcot, Swindon, Wiltshire SN3 3DW, England, deaf girl, wants deaf pen pals. (*Ed. note:* she is pretty.)

Frau Inge Lerner, Sudetenring 17, 683 Schwetzingen, Germany, railwayman's wife, will correspond in English with other women.

Miss Bernardita Tinapay (age 24), Villalon, Calubian, Leyte, Philippines.

Miss Victoria Abrigo (age 27), college grad, Biliran Subprovince, Biliran, Leyte, Philippines 6906.

Miss Celeste Leni Torres (age 19), college girl, Bonbon, Oslob, Cebu, Philippines 6348, collects stamps, view cards, poems.

Santa M. Gubhaju, 1430 S. Washington, Owosso, Mich. 48867, college grad, collects stamps, postcards, photos, wants pen pals, either sex, 20-30. (*Ed. note:* We don't know if Santa is male or female.)

Miss Catalina Rosales (age 27) college grad, Biliran, Subprovince, Biliran, Leyte, Philippines 6906. ●

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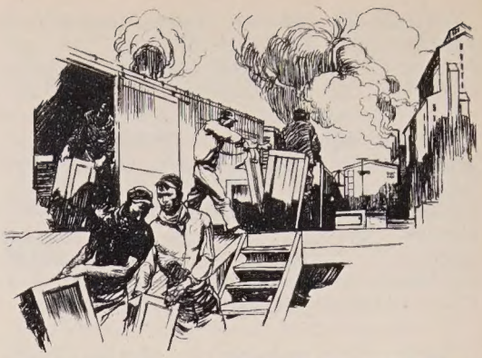

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